

FRONTIER N E W S



A newsletter for the employees, families and friends of the Old Frontier Airlines

We are FLamily!

WINTER

JANUARY

2018

#70



Harold S. "Hal" Darr, the founder of Frontier Airlines, was not an easy man to work for as related by Ray Wilson, Frontier Vice President - Operations, in an interview in July 1978, the year before Ray flew west. That interview by Ed Gerhardt, Frontier Vice President - Public Relations, was recently discovered in some papers donated by Billy Walker, pilot and ALPA Master Chairman. The interview is reprinted on page 24 to 28 and gives interesting insights into Monarch and Frontier's early days.

(cont'd on page 3)

The **FRONTIER NEWS** is published quarterly and dedicated to ex-employees, friends, family and fans of the "old" Frontier Airlines which "died" on August 24, 1986 and was "buried" on May 31, 1990. It is a non-profit operation. All income goes into keeping the NEWS going. Opinions expressed in this newsletter are those of the author and not the editor or the publication. Publishing dates are January for Winter, April for Spring, July for Summer and October for Fall.

Articles and photos are welcomed and subject to editing and space requirements. We cannot pay for such items but will give credit as appropriate. All submissions should deal with the "old" Frontier Airlines. Especially welcomed are stories of personal experiences with a humorous slant. All airline employees have a treasure trove of such stories. Please share them with the rest of the FLamily.

We also want to publicize ALL "old" Frontier gatherings. Be sure to notify us with details: place, date, contact and so forth. They will be published in the "Timetable".

Subscriptions are \$12 per year. Some back issues are available & cost \$3 each. Enjoy the newsletter in color and free at the FL website. You can download and print a personal copy there too.

Text ads are \$5 for 20 words, \$10 for 40 words, \$15 for a business card, \$20 for 1/8th page and \$40 for a quarter page, \$100 for a full page. Mail checks to Jake Lamkins, FL NEWS, 1202 Scrimshaw Cove #4, Fayetteville, AR 72701. Thanks for your support.

THE KANSAS CITY CV-580 CREW BASE

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THE FRONTIER NEWS &
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Capt'n Phil Stallings, Webmaster,
RedRyder35@att.net
Check the websites for FL news,
notices on upcoming events,
pictures and stories from the past.



Many thanks to the FLolks who sent donations large and small since the last issue including SEA station agent Jim Dawson, DFW DEN pilot Johnny Matthews and DEN flight attendant Robin Charovano. A special thanks to DEN manager-research & evaluation Jim Jeppesen and his wife Joyce who sent \$500 to fulfill Jim's wishes after he flew west last November. (See page 7)

Donations are making it possible to keep the subscription rate at \$12 per year and pay for ink cartridges, web fees, etc. With the new printer and the much improved quality of the hard copy, the cost of printing and postage is right at the subscription price. I have a small surplus now thanks to some large donations this past year. I'll keep the price at \$12 until I run out of money.

An article is planned about how the clerical craft came under ALEA in Sep 1972 but I'm having trouble finding information on Patti Taylor and others who helped with the transition. Please send me any articles or other info you might have about it. I would appreciate it very much.

I certainly never thought I would live to see the year 2018. The men in my family, particularly my mother's side, typically fly west by their 50s as did my two younger brothers. Every day is a gift - that's why it's called the present. I hope that this new year will be the best ever for all the FLamily and the FLights West are all cancelled.

Thank you all for being an important part of my life.

FRONTIER ON THE INTERNET

<http://OldFrontierAirlines.com>.

Visit the FL website and check out our page on Facebook. Just search for Old Frontier Airlines. You can join the FL Club by emailing Jake at ExFAL@Yahoo.com.

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By early 1947 Monarch Airlines was facing bankruptcy and outside financing was needed for the company to survive.

"As Wilson desperately searched for financing, an old contact in Arkansas suggested a man in Chicago who might have interest named Hal Darr.

Hal S. Darr was known mainly as an entrepreneur who had a vast array of business interests. At the time he was approached about a possible deal for Monarch, Darr held a wide array of organizations, vast as a Coca-Cola bottling plant and giant Scott Radio of Chicago. In addition, he owned a bank and held several smaller interests. He was of smaller build, and was a somewhat complex individual.

Darr did have an interest in aviation, and a deal for Monarch seemed to intrigue him. He had learned to fly in 1917 and had once been a distributor of Curtiss airplanes. He had operated airports at several locations in Iowa and Illinois, in addition to operating pilot training schools. Yet Darr's business persona was much different than anyone in the Monarch circles was used to. He was once described as doing business in a "rough, barbaric, unsophisticated way." As if that weren't suspect enough, a co-worker said of Darr that "he would approach a legal problem kind of like you'd approach buying a gun at a drugstore."

The hard-edged Hal Darr was not only about to climb aboard tiny Monarch Air Lines, but rescue it from certain dissolution as well. Without the Darr infused cash rescue, Wilson and Bonfils were out of options. It was their last chance to save what they had worked so maddeningly to create.

All in one fell swoop Monarch Air Lines was sold, and Ray Wilson now answered to Hal Darr, the company's new president.

With the acquisition in place the Monarch operation was assured, at least for the time being, of some solidarity within the ownership ranks. Ray Wilson was still in charge of operations, so in that respect little changed. Wilson did his best to get along with the unpleasantness of Darr's nature, and again put the goodwill of his people ahead of himself."

-Excerpted from Frontier Airlines: A History of the Former Frontier Airlines 1950 - 1986 by Gregory R. Stearns

Hal took control of Monarch Airlines in March 1947 as president and board member. Ray was relegated to vice president - operations and board member. After Hal merged Arizona Airways, Challenger Airlines and Monarch Airlines to form Frontier Airlines, he continued to hold both titles and Ray continued as vice president.

In April 1953 Hal gave up being president to pursue other interests and his handpicked replacement was Mac Myhre who served until January 1959 when Bud Maytag took over as Frontier's third president. Bud was also the majority stock-

holder.

The Chicago Daily News reported on June 23, 1955

"HAL S. DARR, PIONEER IN AVIATION, DIES

Hal S. Darr, who died Tuesday, was an aviation industry pioneer and Executive Committee Chairman for Frontier Airlines Inc., Denver, Colo.

Mr. Darr, 61, of 3001 Normandy, Evanston, died of a heart attack in the Lake Shore Club.

He was President of Darr Aero Tech Inc., a Tucson (Ariz.) aviation school, and the Darr Equipment Co. of Dallas, Tex. He was also a founder of the Forest Park (Ill.) National Bank.

Services will be held Saturday in Storm Lake, Iowa where his mother, Mrs. Margaret P. Darr, resides.

Surviving, besides his mother, are his widow, Louise; two daughters, Mrs. Janet Engstrom and Mrs. Mary Wagner, both of Dallas, and six grandchildren."

The June 1955 Frontier Sunliner's frontpage article was

"FRONTIER FOUNDER SUFFERS HEART ATTACK

The aviation world and Frontier in particular was shocked and saddened to learn of the sudden and unexpected death of Hal Darr, the man who merged three companies to form the present Frontier system. Since the days when he was a pilot in World War One, Mr. Darr has maintained an active interest in all phases of aviation. At the time of his death he was active in the management and operation of Marana Air Base, one of the nation's largest primary training schools for Air Force pilots.

We are all glad glad we had the opportunity of being associated with him. We had our ups and downs but most important, things were accomplished. It was his foresight and drive that created Frontier Airlines and this is only one of many projects which developed from an idea into a reality under Hal's able leadership. All of these are living tributes to a man who contributed his time and talent to the creation of enterprises which have contributed greatly to aviation and our country.

Yes, we too will miss him but won't forget him. We will remember a man of action with a ready smile. We will remember the inquisitive eyes that demanded results yet could not conceal a keen sense of humor. We will remember those bow ties and sport coats, those pointed and sometimes earthy expressions.

The employees of Frontier join his many other friends in extending our deepest sympathy to Mrs. Darr and her family."

Hal's memorial webpage is posted at our frontier website:

http://FAL-1.tripod.com/Hal_Darr.html

After Hal's death the power on Frontier's Board of Directors passed to Emil Levin, Hal's Chicago associate, who is mentioned in the Ray Wilson interview starting on page 24. Emil would maintain control until he and others sold their stock to Bud Maytag on April 18, 1958. Emil's memorial webpage is http://FAL-1.tripod.com/Emil_Levin.html

HAL DARR

June 1, 1950 - April, 1953

Died 6/21/1955, age 61

MAC MYHRE

April, 1953 - January, 1959

Died 12/23/1982, age 71

BUD MAYTAG

January, 1959 - April, 1962

Died 9/23/1990, age 64

FRONTIER PRESIDENTS

LEW DYMOND

April, 1962 - January, 1969

Died 7/28/2008, age 88

PAUL BURKE

January, 1969 - February, 1971

Died 6/13/2012, age 94

AL FELDMAN

March, 1971 - January, 1980

GLEN RYLAND

February, 1980 - November, 1984

HANK LUND

November, 1984 - April, 1985

Died 1/9/2013, age 91

JOE O'GORMAN

April, 1985 - January, 1986

Died 8/10/2002, age 59

LARRY MARTIN

January, 1986 - December, 1986

**REUNIONS TIMETABLE**

*This is the information we currently have.
Coordinators of FL events; please let us know the details.
More info at <http://OldFrontierAirlines.com>*

DEN MAINTENANCE BREAKFAST

Breakfast, monthly, first Wednesday, 9:00 a.m.
at Ted's Place, 5271 E 52nd Ave, Commerce City, CO 80022
Contact:

Bob Keefer, 303-229-6904

DEN FLIGHT CREWS

Luncheon, monthly, every second Tuesday, 11:30am at
Mr. Panda Chinese Restaurant, 2852 S. Havana, Aurora, CO
Contact:

Bonnie Dahl, 720-747-7610, BCDahl777@gmail.com

DEN REUNION PICNIC

Held Sat, Aug 19, 2017, 5:30 am - 10:00 pm, \$25 admission
Summit Event Center

Contacts:

Carolyn Boller, 303-364-3624, ckboller@comcast.net

DFW MECHANICS GET-TOGETHER

Cancelled for 2017, last held Sat, Sep 17, 2016 at 11 a.m. at the
Beacon Cafe on Hicks Field near Fort Worth.

Contact:

Tom DeWoody, 214-908-0260, TDeWoody@yahoo.com

DFW PILOTS

Luncheon, every odd month, 3rd Monday, noon @ Ernies,
8206 Bedford-Euless Road, North Richland Hills, TX

Contact:

Jim Ford, 817-268-3954, JEFord15@tx.rr.com

FYV-FSM MEMORIAL PICNIC

It was Sat, Aug 26, 2017, 11am-3pm, FSM Burford Pavillion
Contact:

Phil Green, 479-783-2981, nsbhg@att.net

Jake Lamkins, 479-879-8358, ExFAL@Yahoo.com

MCI FLIGHT CREW LAYOVER

Thu - Sun, Sep 14 - 17, 2017

CANCELLED per Phil Stallings

Contact:

Phil Stallings, redryder35@att.net, 816-668-6294

MKC/KCK/MCI REUNION

Luncheon, third Sat of every odd month, 11:00 am
HyVee Grocery, 5330 NW 64th St., Kansas City, MO 64151

Contact:

Rose Dragen, 816-741-1995, mdragen@juno.com

*(As you can see the number of reunions is dropping rapidly. If
you have an event that is not posted here, please let me know
right away so I can post it in the newsletter and on our website
to get the word out to the FLamily.)*

FRONTIER REUNION SPIRITS GO SOARING

Denver Post, Aug 24, 1988

Two years after Frontier Airlines lost its wings to bankruptcy, the spirit of the extinct airlines soared Sunday during a reunion of 2,000 former employees.

"Frontier was a very closeknit organization," said retired senior Capt. Cecil "Fech" Fechner, who started flying

DC-3s in 1951 during Frontier's pioneer days. "We made a lot of close friends, and were loyal to the company. You can see that still holds true."

The Denver-based airlines was 40 years old on Aug. 24, 1986, when it was grounded by its parent company, People Express.

Negotiations with United Airlines to buy Frontier for \$146 million fell through three days later. Eventually, Continental Airlines acquired Frontier's jet fleet, hangars and airport gates as People Express liquidated Frontier to pay its debts.

Continental also hired many of the 4,700 unemployed pilots, flight attendants and mechanics. "It's just not the same, though," said First Officer Cindy Morgan, who now flies Boeing 737-300s for Continental. "It's like a family vs. a big corporation."

Last year's reunion drew about 1,100 former employees to its picnic near Franktown. The Frontier Employees Club spent about \$10,000 for that bash from profits in vending, cafeteria and gift-shop sales during the company's last year.

But, this year, the club spent less than \$4,000 for beer and soft drinks, and notified about 3,700 former employees about the reunion at Lakeside Amusement Park.

"They're here because they want to see what everyone is now doing," said Linda Persiko, organizer of Sunday's event. She was once flight services coordinator for 800 flight attendants. They came to the park Sunday with their families, many of them sporting the familiar red Frontier logo emblazoned on their baseball caps and T-shirts. Some wore caps saying, "Thanks United," a cynical reminder of the deal gone sour.

"You know those Frontier checks don't bounce," former station agent Dave Ruddell told one woman who was buying a Frontier T-shirt from him. Ruddell now owns a T-shirt printing company.

Former flight attendant Lynnette Clements and former baggage handler Marlyss Peterson laughed about a trip to Mazatlan, Mexico, where they got sunburned and coated themselves in baby oil and baking soda.

But many former employees won't forget some of the bad times, particularly during the final weeks when their future was in a constant state of uncertainty. "Now, I'm going over to ride that roller coaster," Continental flight attendant Kristi Peebles said sarcastically. "I want to relive that feeling."



Skywriter



VOL. XIV NO. 9

— CENTRAL AIRLINES, INC. —

September, 1964

CENTRAL ENTERS JET AGE

WILL BECOME WORLD FIRST WITH DART-10

Central Airlines has entered the jet age.

The carrier will convert its fleet of Convair 240's into turbo-prop aircraft using Rolls Royce Dart-10 engines, according to an announcement by A. A. "Jack" Bradford, Central's board chairman.

Central will become the world's first airline to place this modern Convair Dart aircraft into service.

The proposed expansion and conversion of Central's fleet into turbo-prop Convair Dart aircraft will more than double the Convair service presently being offered to the traveling public in the six-state area it serves.

The General Dynamics Corporation will begin the conversion in the very near future, Bradford said. Following certification by the Federal Aviation Agency (FAA), the first aircraft will be turned over to Central for service on its routes.

MORE CONVAIRS

Central presently has a fleet of six Convaers and will add two more within the next 60 days. The carrier eventually will have a total of 10 of the modern Convair Dart aircraft.

The first aircraft is expected to be completed and placed in service about mid-1965. The remaining nine aircraft will be readied on a monthly basis, with the entire fleet converted by early 1966.

A turbo-propeller engine is defined as a jet engine having a turbine-driven propeller, designed to produce thrust principally by means of a propeller, although additional thrust is obtained from hot exhaust gases.

GREATER SPEED

The sleek Dart-10 engines will greatly enhance the operating capabilities of the aircraft and will be a step forward in passenger comfort. Normal cruise speeds of up to 312 miles-per-hour at 10,000 feet altitude will be attainable and the aircraft



The CN CV600 never flew in these colors.

NEW DART — Jet-powered turbo-prop Convair 240 with Central markings will be in service by mid-1965. The sleek Dart-10 engines will greatly enhance the operating capabilities of the aircraft.

will be able to economically operate into most of the 41 cities served by Central.

According to Rolls Royce, each of the Dart engines has a 2,750 horsepower rating, allowing gross take-off and landing weights substantially higher than the present Convair. The new engines are also capable of showing a payload increase of 1,500 pounds. The engines have a completely self-contained starting system.

PASSENGER COMFORT

In the area of passenger comfort, Central is installing in the converted planes a continuous air conditioning system that will provide cool air comfort on the ground as well as in the air.

The converted aircraft will provide passengers with shorter trip times, smoother, quieter rides and greater schedule reliability. The noise level inside the aircraft will be greatly reduced.

This major step forward in Central's operations comes as the carrier commemorates its 15th anniversary.

System Boardings Smash Record For Second Consecutive Month

For the second consecutive month, Central has established a new all-time boarding record.

During August, 37,747 passengers boarded Central's flights and topped a record set only a month earlier. During July, a record 37,145 persons flew Central. That figure smashed a high that was established in August, 1963.

Also during August, three stations set new individual records. Included were Kansas City with 6,288, Lawton with 2,679 and Denver with 1,968.

Ten stations broke passenger quotas. Others, in addition to the three cities already mentioned, were Fort Worth, Hays, Liberal, Manhattan, Muskogee, Ponca City and Pueblo.

The new Kansas City-Denver coach flight carried 2,108 passengers during August, its first

full month in scheduled service. Since July 15 when the low-cost service was inaugurated, a total of 3,071 coach passengers has been carried.

BOOKLET SERIALIZED

A booklet written by Stuart Tipton, president of the Air Transport Association, entitled "How Safe is Flying?" will be serialized in the SKYWRITER beginning with this issue for those of you who may have missed an article of great importance to everyone — both in and out of the airline industry. This first installment appears on pages 5 and 6 of this issue.



FRONTIER
FLights West

GONE WEST

We salute these FLriends on their final voyage.

They are not dead until we forget them.

More information at <http://OldFrontierAirlines.com>

Some years back I was doing some research in the archive book section of Brigham Young University. In reading about the old airmail pilots who flew the transcontinental mail between the years of 1918 and 1927, I came across an article explaining the term "Gone West."

As the old airmail route continued its expansion from the east coast to the west, thirty-two pilots and nine mechanics lost their lives in the line of duty. Three hundred wrecked aircraft were strewn from the Allegheny Mountains known as "The Hell Stretch," across the open plains to the Rockies, the Wasatch, the Sierras into the west coast. When a pilot was over due, the term "Gone West" came into being.

-Tex Searle, FL pilot



DEATHS REPORTED SINCE THE FALL 2017 ISSUE

Irma McCoy August,

DEN reservations agent, 10/1/17, age 70, cancer

Ralph Bauman,

LNK station agent, 10/28/2017, age 89

Ron Berg,

DEN GUP DRO RFD station manager, 12/1/17, age 77

Joe Claffy,

FTW ACF GSW DEN aircraft dispatcher, 6/13/14, age 97

Tom Clarke,

HOT COS PHX station agent/manager, 10/5/17, age 79

Sally Ambro Conroy,

DAL flight attendant, 10/21/17, age 68

Connie Felt Cowardin,

ABQ ticket counter agent, 10/16/17, age 73

Ken Fuqua,

GSW DAL DFW DEN aircraft mechanic, Apr 17, age 81

Jan Green,

DEN marketing representative, 11/13/17, age 69

Bud Jensen,

SLC station agent, 9/18/18, age 79, cancer

Jim Jeppesen,

DEN manager-research & evaluation, 11/11/17, age 79

Kirk Johnson Sr,

GSW chairman of the board, 6/11/63, age 67, heart attack

Kirk Johnson Jr,

GSW board member, 1968, age 40

Ira Kemp,

FMN INW PHX station agent, 9/25/17, age 83

Earl Kimmel,

DEN sales manager, 4/9/87, age 73

Shirlee Hailstone Lietz,

PHX flight attendant, 10/15/14, age 86

Norm Loehr,

MKC MCI station agent, 10/19/17, age 84

Dick Medinger,

DEN RAP GRI LNK SEA station agent, 10/11/17, age 74

Pat Bona Paull,

DEN flight attendant, 9/29/17, age 80

Carl Pohlrad,

GSW chairman of the board, 1/5/09, age 93

Laurie Mooberry Appelmann Pugh,

DEN flight attendant, 9/19/17, age 70

Brone Roberts,

DEN computer operator, 9/16/2017, age 93

Betty McIntosh Rotenbery,

DEN reservations agent, 11/9/17, age 90

Martha Stockard,

MCI DEN reservations agent, 9/3/17, age 62

Tom Tammen,

CYS station agent, 10/16/17, age 73

Vern Tomppert,

DEN lead aircraft mechanic, 4/25/13, age 93

Don Wollenzien,

DEN production planner, 12/4/17, age 83

27

JIM JEPPESEN**1958 - 1972****STATION AGENT, MANAGER-TRAFFIC
SLC DEN**http://FAL-1.tripod.com/Jim_Jeppesen.html

I really enjoyed the articles about Capt. Jack Schade. I knew him when I was a station agent in SLC, late 50s to early 60s. He was the very best and most supportive of my desire to become a Frontier DC-3 pilot as I took flying lessons and ground school. Several times I got to fly with him in the DC-3 cockpit riding jump seat.

He would always ask how I was doing and to be sure to get some college credits as required by Frontier. I subsequently did, graduating with a BSBA but had a great opportunity to join the newly created

marketing department under Walt Rollins/Larry Sills so I quit flying and went middle management instead.

Anyway, the purpose of my email to you is this: As I begin my taxi to runway 27, I would like to make a financial donation to you supporting the wonderful FL News Letter you produce. What is your private mailing address?

-Jim Jeppesen (9/18/17)

Jim Jeppesen, former employee of Frontier Airlines, passed away on November 11, 2017. Jim started on the ramp in about 1959 or 1960 with FAL. Worked for a few years, then quit to finish college. Then he came back to work in Sales under Larry Sills.

He was the son of the original Elrey Jeppesen who started Jeppesen Corporation and designed the Jeppesen maps. DIA terminal is named after his Dad. I now have his dad's book called "Capt. Jepp and the Little Black Book", by Flint Whitlock & Terry Barnhart.

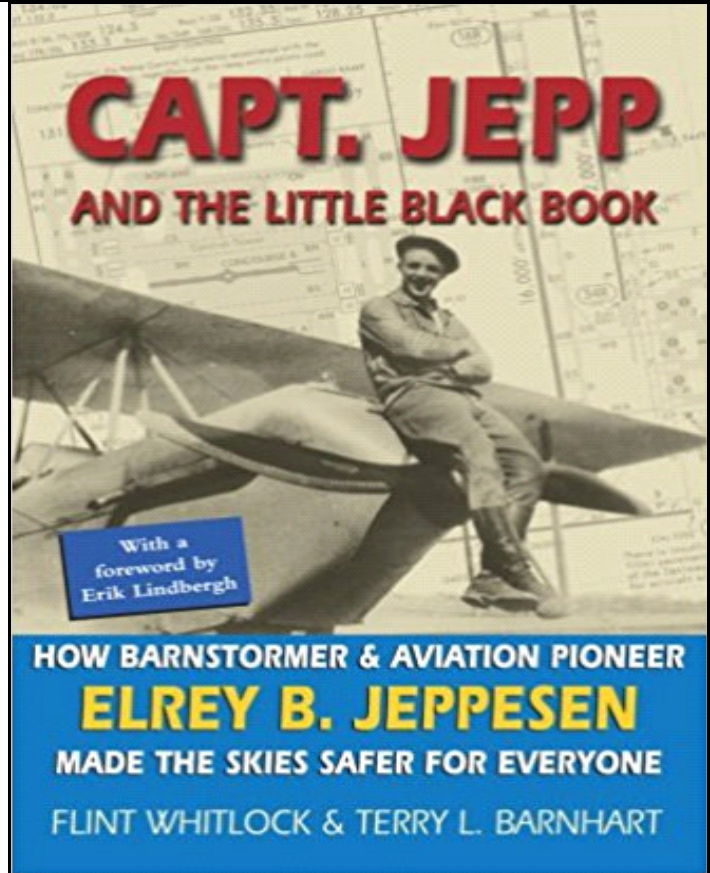
I don't know all the exact dates of years he was with Frontier. He was born June 3, 1938, and is survived by his wife Joyce who was a former United Stewardess. He lived in area called Castle Pines, Colorado. South end of Denver.

Jim was a good friend of mine, we would meet for lunch at Centennial Airport couple times a year. He had a year + battle with cancer. I will miss him dearly. There is no memorial Service planned.

-Bonnie Dahl (11/14/17)

Oh Bonnie, this blows me away! Jim and I have been emailing and I last heard from him Nov. 4th. He said nothing about fighting cancer but now I see the significance of his remark about runway 27. Thanks for letting me know and for the pix.

-Jake Lamkins (11/15/17)



(I bought the book about his dad which Bonnie mentions. It's a great read and I recommend it.)

KEN FUQUA**1952 - 1986****AIRCRAFT CLEANER, AIRCRAFT MECHANIC
FTW ACF GSW DAL DEN**http://FAL-1.tripod.com/Ken_Fuqua.html

Brady White phoned to tell me he just found out after talking to his wife that Ken flew west last April 2017.

K M FUQUA, Aircraft mechanic seniority date of 6/12/58 per the May 1986 FL/IAM Seniority List.

The Jul 1962 article shows him getting his 10 year pin so he must have worked in another position in 1952 before 6/12/58.

Still need an obituary for him.

-Jake Lamkins

Ken is the younger brother of Ernest Fuqua. Ken was a cleaner when he hired in.

-Bill Guthrie

So sad; I worked with them both at GSW and Stapleton.

-Gary Jones



BRONE ROBERTS

1956 - 1988

**KEY PUNCH OPERATOR, COMPUTER OPERATOR
DEN**

http://FAL-1.tripod.com/Brone_Roberts.html

OBITUARY: Bronislava (Brone) Roberts, 1924 - 2017:



Brone was born in the small agrarian town of Mazeikiai, Lithuania. She grew up picking berries and mushrooms in the forests and selling them to help her widowed mother. On the day of her high school graduation in 1940 her country was invaded by the Russian army. On that day and days to come she saw things that no person should have to witness in their whole lives.

In 1941 the German army invaded, and on the return of the Stalinist forces in 1944 she was taken by the Germans

across the Baltic Sea surviving allied bombings and submarine attacks, and placed in a labor camp in Marienbad, Czechoslovakia. Upon her liberation by the U.S. army in 1945 she made her way to a displaced persons camp in Erlangen, Germany where she studied at the University of Erlangen. With her ability to speak six languages she was hired as a telephone operator for the armed services.

It was there she met her future husband Sgt. Buster Roberts. They were married Nov. 1947 and upon the arrival in the U.S. she quickly obtained her citizenship of which she was very proud. They had two sons and eventually settled in Aurora, Colorado where she became a computer operator for Frontier Airlines.

She is survived by her sons Tom Roberts, Jerry Roberts, daughter-in-law Lorri Park, and her grandson William Roberts.

Her ashes will be placed at Ft. Logan military cemetery next to her husband. A celebration of her life will be planned later.

-Denver Post from Sept. 22 to Sept. 24, 2017

BUD JENSEN

1967 - 1986

**STATION AGENT
SLC**

http://FAL-1.tripod.com/Bud_Jensen.html

OBITUARY: Buddy (Bud) Maurice Jensen, 1938 ~ 2017:

Bud M. Jensen, our wonderful husband, father and grandfather passed away peacefully September 18, 2017 after a long battle with cancer.

He was born February 20, 1938 in Salt Lake City to Junius C. and Geneva Jensen. Bud grew up in Salt Lake City and attended West High School. He enlisted in the army in 1960, and served until 1965 after being activated during the Berlin Crisis.

Bud married Jeri Price June 27, 1963 in the Salt Lake LDS Temple.

In 1967 Bud accepted a job with Frontier Airlines, where he worked for 19 years. After Frontier Airlines went bankrupt Bud took different positions until he eventually started Jensen Sprin-

kler Repair.

He is survived by his wife Jeri, Centerville, UT, brother Gerald (Carolyn) Bountiful, UT. Children: Michael (Denise) Jensen, Rock Hill, SC; Shellie (Kevan) Adams, Hurricane, UT; Pam Jensen, Centerville, UT; Stephanie (Frank) Sessions, Draper, UT, and 8 grandchildren.

Bud is preceded in death by his parents, and siblings Zina, Beverly, and LaVell.

Funeral services will be Saturday, September 23, at 11:00am and burial will follow at the Memorial Lakeview Cemetery, 1640 Lakeview Dr, Bountiful, Utah.

-<http://www.legacy.com/obituaries>

JOE CLAFFY

1951 - 1982

**AIRCRAFT DISPATCHER
FTW GSW DEN**

http://FAL-1.tripod.com/Joe_Claffy.html

OBITUARY: Joseph Anthony Claffy, Born: May 31, 1917 @ Chicago, IL. Passed Away: June 13, 2014 @ Aurora, CO

Joseph was the third child of Joseph Anthony and Marie Claffy. He grew up in Wheaton, Illinois, was a 1935 graduate of Wheaton High School, where he played in the school band. After graduation, he joined the Lee Williams band, which played venues around the Chicago area.

He worked for United Airlines 1936-1937 as a statistician in the Engineering Department, then with American Airlines from late 1937 to 1941 as an agent.

Joseph was a student in the Civilian Pilot Training Program. After completion, he was hired as a civilian flight instructor, Helena Aero Tech, late 1941 to early 1943. Commissioned 2nd Lt., March 1943 and assigned as Basic Flight Instructor 902nd B.F.T.S.

He was transferred to the European Theater early in 1944, where he flew with the 310th and 325th Ferrying Squadrons, 8th Air Force. He was stationed at Burtonwood and Wharton.

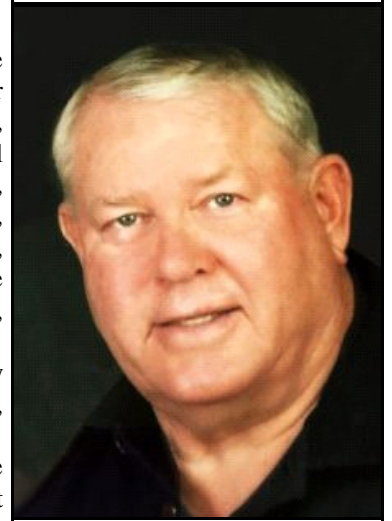
He married Jocelyn Ruth Tracht July 13, 1948 in Fort Worth, Texas, where he worked as a flight dispatcher for Central Airlines. Later Central was purchased by Frontier Airlines and the family moved to Colorado. He had a lifelong love of music, art, photography and flying.

He will be sorely missed by his daughter, Eileen, his son-in-law Richard Coffey, and numerous nieces and nephews.

Committal: 6/27/2014 12:30 Ft Logan National Cemetery, Denver, CO

-<https://www.allveterans.com/obituaries/>

MORE GONE WEST



LAURIE MOOBERRY PUGH

1967 - 1986

FLIGHT ATTENDANT
DEN

http://FAL-1.tripod.com/Laurie_Mooberry_Pugh.html

OBITUARY: Lauren Lee Mooberry Pugh, 70, of Fort Smith passed away on Tuesday September 19, 2017 in Fort Smith. She was born June 20, 1947 in Wichita, Kansas to Loren and Anna (Clark) Mooberry.



Lauren was a retired flight attendant having worked for Continental and Frontier Airlines for 24 years. She was a former Council President of the Association of Flight Attendants Union, served as Central Safety Chairperson in Washington D.C. and received National Outstanding Service award for work in the Air Safety and Accident Investigation Service.

She was preceded in death by her husband Dennis Odell Pugh on July 16, 2017, her parents and one sister, Emily Mooberry Hake.

She is survived by one daughter, Melinda Williams and her husband Malcolm of Jenks, OK; four grandchildren, Justin, Tori, Tyson and Olivia; one sister, Delores Mooberry Oard of Las Vegas, NV and several nieces and nephews.

Memorial service will be 2:00 P.M. Friday September 22, 2017 at Ocker-Putman Funeral Home Chapel in Fort Smith.

[-https://www.findagrave.com](https://www.findagrave.com)

(Laurie won the AFA 1975 Air Safety Award.)

CONNIE FELT COWARDIN

1963 - 1964

TICKET COUNTER AGENT
ABQ

http://FAL-1.tripod.com/Connie_Felt_Cowardin.html

OBITUARY: Connie Marie Felt Cowardin passed away at home on Monday, October 16, 2017. Born and raised in Rochelle, Illinois, she graduated from Rochelle Township High School in 1962.

She was the first female ticket agent for Frontier Airlines in Albuquerque, NM. She married Samuel Edward Porter in 1966. They had two children. She married William C. Cowardin Jr. in Newport News June 22, 1975.

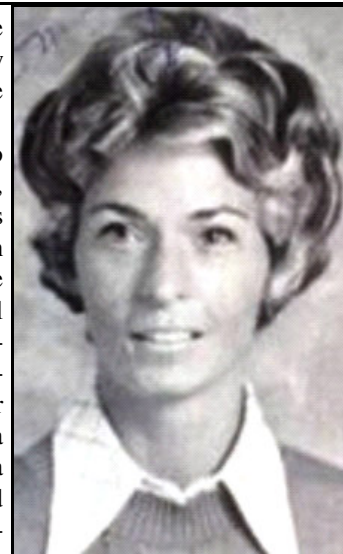
Survived by her husband, William C. Cowardin Jr.; daughter, Kerstin Devlin (Mark); son, Derek Porter; grandsons, Shane Timothy Devlin and Liam Marcus Devlin; mother, Evelyn Felt; sisters, Joanne Whitt, Bonnie Stines, Jean Krahenbuhl and brother Greg Felt.

Connie was a lifetime educator which began with the teaching kindergarten in the early 70's. She earned her BA from CNU then Masters in education from William & Mary. After teaching middle school in the Newport News School System, she served as assistant principal at Magruder in 1986. In 1987, she became the first lay woman principal of Peninsula Catholic High School

(PC). Five years later, she led the campaign resulting in the new Harpersville Road facility where student enrollment doubled.

After retiring from PC to grandmother her first grandson, she un-retired to serve two years as head of Trinity Lutheran School. She taught fourth grade at Saint Andrews Episcopal School, then was appointed Academic Dean. She was an educational advisor and board member for the founders of the Peninsula School for Autism. Connie was a woman of great warmth and strong will, beloved by her family, friends and students. She leaves a significant void. Burial will be private. Those wishing to commemorate her should contribute to the Peninsula School for Autism, PO Box 120436, Newport News, VA 23612.

[-http://www.legacy.com](http://www.legacy.com)



JAN GREEN

1967 - 1986

RESERVATIONS AGENT, MARKETING REP
DAL STL MCI DEN

http://FAL-1.tripod.com/Jan_Green.html

Just to let you know that Jan Green passed away last night. Jan worked in DALRR 1968-1969; STLRR, 1970-1971; MCIRR 1971-1974; DENRR 1975 to about 1990. She will be missed.

-Sheila Geesa

OBITUARY: Janice Lou Green, 69, of Brighton, passed away on November 13, 2017 in Westminster, Colorado. Janice was born on September 5, 1948 in Denver, Colorado to James L. and Edna M. (Arnold) Green. She was a 1966 graduate of Brighton High School and a lifetime resident.

She owned and operated Travel Services, Inc. of Brighton. Janice loved to travel and cook; spend time with her nieces and nephews going to movies and having sleepovers.

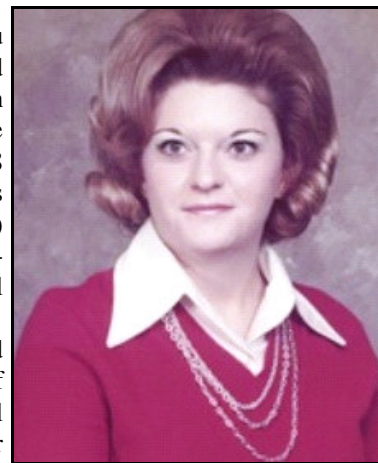
Survivors include her sister, Judith Beauprez of Brighton, CO; brothers, Jim Green and Jerry Green both of Nebraska; six nieces and three nephews.

Memorial Services are scheduled for Monday, November 27, 2017 at 11:00 a.m. at Tabor-Rice Funeral Home, Brighton

[-http://www.taborfuneralhome.com/obituary/janice-green](http://www.taborfuneralhome.com/obituary/janice-green)

Jan was a very special friend for many years. She was always willing to listen and be encouraging. We traveled together in our younger days. She loved the travel world, from Frontier Airlines (the old FL) to owning her own travel agency. We shared many laughs and tears together. To say I will miss her is an understatement.

-Jackie Power



DICK MEDINGER

1968 - 1986

STATION AGENT
DEN RAP GRI LNK SEA

http://FAL-1.tripod.com/Dick_Medinger.html

OBITUARY: Richard passed away suddenly, of a coronary event. He was at home and in his bed. Whether you knew him as Richard, Dad, Grandpa Medinger or Pops, we all agree that his personality was larger than life. He could have a conversation with anyone, anywhere. He was a very likeable and outgoing man.



Richard was the second of six children born to Clyde and Loretha (Morgan) Medinger of Columbus, Nebraska. Richard spent his growing years in Columbus where Richard attended Columbus High School. He left before graduating and entered the U.S. Navy where he completed his GED while serving as a mechanic in the engine room of the U.S.S. James C. Owens.

Richard was blessed with four sons and later added a stepson and two stepdaughters when he married Judy Stout. These children provided him with the grandchildren he adored. Richard is survived by his wife, Judy, his 4 sons Brian, Brad, Troy, and Corey and their spouses. His 3 step-children Evan and his spouse, Brittany, and Nikki. Richard has 14 grandchildren.

Services will be held on October 20, 2017 at The Church of Jesus Christ of Latter-Day Saints at 1922 S Poplar St, Casper WY with the following agenda. Viewing at 1:00 p.m., Funeral services 2:00 p.m.

[-https://www.bustardsfuneralhome.com/notices](https://www.bustardsfuneralhome.com/notices)

CARL POHLAD

1962 - 1963

CHAIRMAN OF THE BOARD
GSW

http://FAL-1.tripod.com/Carl_Pohlad.html

OBITUARY: Carl R. Pohlad, a son of a railroad brakeman who grew up to become one of the richest men in America and the forceful owner of the Minnesota Twins, died on Monday at his home in Edina, Minn. He was 93. His death was announced by his family.

His survivors include his sons James, Robert and William, all of the Minneapolis area, and several grandchildren. His wife of 56 years, Eloise, died in 2003.

[-http://www.nytimes.com/2009/01/06/sports/baseball/06pohlad.html](http://www.nytimes.com/2009/01/06/sports/baseball/06pohlad.html)

I found out Carl had flown west while working on the memorial webpage for F. Kirk Johnson. An online obituary and biography is at https://en.wikipedia.org/wiki/Carl_Pohlad

-Jake Lamkins

Kirk Johnson and his investors decided to sell Central Airlines,

and negotiated a deal with a group headed by Carl Pohlad, a Minneapolis Banker, who bought the airline in 1962.

Kahle's relationship with the new owners remained amicable, but six months after Central Airlines was purchased Pohlad wanted to sell Central for a profit, then get out of the aviation industry.

Because Keith had founded the airline, Pohlad offered him a chance to find another buyer. Kahle wound up selling to one of his own board members, Jack Bradford of Midland, Texas. Bradford made several changes to Central including firing certain employees and equipping the Convair 240s with Rolls Royce Dart engines.

[-http://fal-1.tripod.com/Keith_KahleBio.htm](http://fal-1.tripod.com/Keith_KahleBio.htm)

VERN TOMPERT

1946 - 1981

INSPECTOR, LEAD AIRCRAFT MECHANIC
DEN

http://FAL-1.tripod.com/Vern_Tomppert.html

OBITUARY: Vernon Roscoe Tomppert, 93 of Hemet, California passed away on Thursday, April 25, 2013, at The Village Assisted living facility.

Vernon was born Sunday, May 4, 1919 in Oshkosh, Nebraska to Charles and Beulah Tomppert.

Vernon loved to travel. During his marriage to Audrey, they went on 30 wonderful cruises together. He had a great love of photography. A talented photographer, he enjoyed taking pictures of various natural scenes and he particularly loved photos of beautiful wild flowers. A big sports fan; he loved to watch television and cheer on all his favorite teams. "He was always whistling", said his family with a smile.

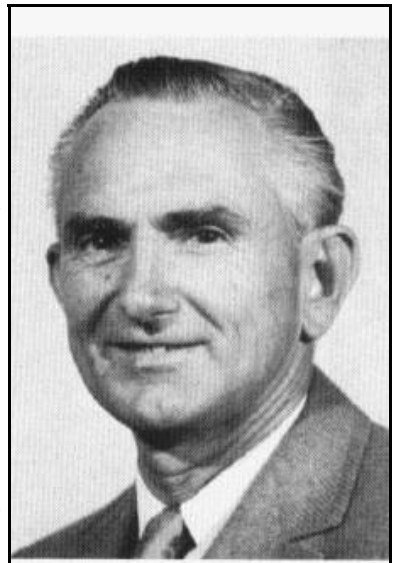
Vernon will be missed by all who had the pleasure of knowing and loving him.

Vernon is survived by his wife, Audrey, of 30 years. He is also survived by his step daughter and her husband, Lynn and Bob Mitchell and his step son and his wife, Dick and Sheila White. He had four grandchildren, Jacci, Angie, Chad, and Erin and four great grandchildren.

[-http://www.obitsforlife.com/obituary/699249/](http://www.obitsforlife.com/obituary/699249/)

(V TOMPERT, Lead aircraft mechanic seniority date of 4/24/50, #1 per the Nov 1980 FL/IAM Seniority List.)

MORE GONE WEST



SALLY AMBRO CONROY**1970 - 1972****FLIGHT ATTENDANT****DAL**http://FAL-1.tripod.com/Sally_Ambro_Conroy.html

OBITUARY: Sally L. Conroy, 68, passed away Saturday, October 21, 2017, at her home where she was surrounded by her beloved family. The Rosary will be prayed at 5 p.m. followed by a visitation and celebration of her life from 5:30 p.m. to 8 p.m. on Wednesday, October 25, at Passantino Bros. Funeral Home, 2117 Independence Blvd., Kansas City, MO 64124.



Sally was born on June 18, 1949, to John and Jean Ambro. She grew up and lived most of her life in the Northeast area of Kansas City.

In her younger days Sally worked as a stewardess for Fron-

tier Airlines before becoming an underwriter for CNA Insurance. After retiring from CNA she volunteered her time at the Don Bosco Senior Center before ultimately taking on a full-time position there where she was loved dearly by the staff and residents whom she greeted each day.

She was a dedicated wife and mother to Terry, Jennifer and Michael. She was Jennifer's biggest fan while she was singing or playing piano. Sally loved to cook and enjoyed passing on many of her favorite recipes to her children. She was a very quiet and private person, but to those who knew her best knew how funny, witty and quick thinking she was. Besides her love for her family, Sally loved animals. Her love for her dogs and cats was truly unwavering and you could always find her watching one of her favorite Animal Planet shows. Sally's greatest joy in life was watching her grandchildren Angelina and Adriana. They could always count on Nani for love, a laugh or good advice. She was an extremely strong-willed person who even up to her last days would never give up.

Our family would like to thank all the wonderful doctors at St. Luke's North who treated and cared for our mother throughout the years. All of you are truly amazing. We would also like to thank the staff and nurses from St. Luke's Hospice, without all your loving care our mother's journey would not have been completed so peacefully.

Sally is survived by her husband Terry Conroy; daughter Jennifer Conroy; son and daughter-in-law Michael and Andrea Conroy; granddaughters Angelina and Adriana; and many friends and family.

-passantinobros.com

IRMA MCCOY AUGUST**1968 - 1975****RESERVATIONS AGENT****DEN**http://FAL-1.tripod.com/Irma_McCoy_August.html

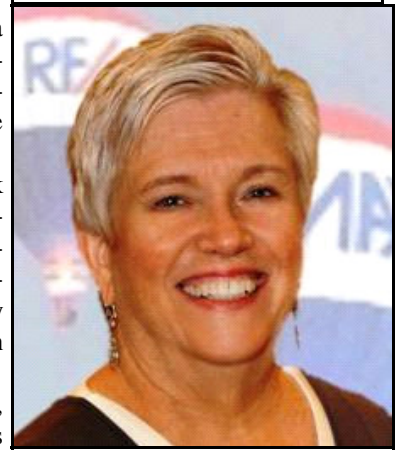
OBITUARY: Irma Jean August, age 70, passed away on October 1st, 2017 in Eugene, OR. She was born September 20th,

1947 to Lee and Irma (Poppen) McCoy. Irma graduated high school and attended community college for two years.

She then went on to work for the Oregon Social Learning Monitor Program, become the vice-principal at Albina Youth Opportunity School, and sell real estate in Edwardsville, IL.

Irma loved dogs, cinema, family, and friends. Irma is survived by her sister Vera McCoy-Sulentic of Edwardsville, IL. In lieu of flowers, the family asks that donations be made to The Humane Society of America. Arrangements are in the care of Sunset Hills.

-Sunset Hills Cemetery Funeral Home

**NORM LOEHR****1967 - 1986****STATION AGENT****MKC MCI**http://FAL-1.tripod.com/Norm_Loehr.html

OBITUARY: Norman A. Loehr, age 84, of Raymore, Missouri, passed away on October 19, 2017, at John Knox Village Care Center of Lee's Summit, Missouri. Inurnment will begin at 11:00 a.m., Saturday, October 28, 2017, at Raymore Cemetery, Raymore, Missouri.

Norman was born on December 21, 1932, in Garden Plain, Kansas. He was one of seven sons born to William and Sylvia (Stone) Loehr.

During the fall of 1951, Norman entered into the U.S. Navy and courageously served his country during the Korean War.

On August 15, 1959, Norman was united in marriage with Linda "Kay" Morton.

Together, Norman and Linda shared in the love of four sons, Mitchel, Michael, Russell, and Lance.

For almost 30 years, Norman lovingly supported his family as an airline agent, until his retirement from Frontier Airlines.

Norman was a member of the American Legion of Harrisonville, the VFW of Belton, and the Eagles Lodge of Raymore, Missouri.

Norman was preceded in death by his parents, William P. Loehr and Sylvia M. Loehr; six brothers, Lester, Harold, Bill, Alfred, Chuck, and Daniel Loehr; and his three sons, Mitchel, Michael, and Russell Loehr.

Norman is survived by his devoted wife of 58 years, Linda "Kay" Loehr; his son, Lance Loehr (Kathy); five grandchildren, Chad (Trisha), Brandy (Troy), Josh, Melissa, and Matt; and nine great-grandchildren.

-Cullen Funeral Home, Raymore, Missouri



MARTHA STOCKARD**1976 - 1986****RESERVATIONS AGENT****MCI DEN**http://FAL-1.tripod.com/Martha_Stockard.html

OBITUARY: Martha Anne Stockard, a native of Lee's Summit



MO, and resident of Cherryfield, Maine, passed away September 3, 2017. Martha was born March 30, 1955, in North Carolina, but her heart belonged to Maine, where she spent summers most of her life.

A graduate of Northeast Missouri State University, the majority of Martha's career involved the travel industry, working for Frontier Airlines, the Maritz Travel Agency, and then American Express Travel in Washington D.C. She used these connections to explore the world extensively.

Martha permanently relocated

to Maine 12 years ago, working at the Beach Cliff Sardine Factory until its closing, then Hannaford Grocery in Ellsworth, Maine. Her cat Halley was her cherished companion.

Martha is survived by brother, David Stockard and sister-in-law Abigail, and nephews, Kevin (Molly), Bradley and Joel. Martha was preceded in death by her parents, Audrey and Kenneth Stockard, (Lee's Summit). Family Memorial Service at a future date.

-Kansas City Star on Oct. 18, 2017

What a dear friend I had in Martha. She was my roommate when we worked in Denver res, then back to KC, then on to Washington DC. She worked about a block from the White House and decided to move to Maine after 9/11. She was in MCI and DEN res. Prayers for her family and friends. She will be missed!

-Jennifer Stuerke

EARL KIMMEL**1948 - 1950****SALES REPRESENTATIVE, SALES MANAGER****DEN**http://FAL-1.tripod.com/Earl_Kimmel.html

OBITUARY: None found. Earl Kimmel: DEN sales manager MAL/CHA, Died Apr 9, 1987 at age 73 per the SSDI and Denver Post on Apr 22, 1987.

DOB Jul 9, 1913, DOH Dec 1948 per Ken Schultz' We Remember database. I'll guess he lasted until 1950 before Hal Darr fired him.

-Jake Lamkins

Q - Jerry Kitchen joined you in early 1947. He had had a background with Continental Air Lines in tourist sales?

A - Yes, Jerry did quite a bit of public relations stuff. This is where he exerted his best efforts for us. Earl Kimmel was a salesman who became head of the sales department. Darr fired him too. It happened down in Gallup, New Mexico. Mrs. Darr

was down there for the Indian ceremonials with her friends and she wanted to take all of them with her on a particular Monarch flight. Our station agent just turned her down. Darr was damn mad and thought, at first, that it was my fault. When Kimmel left Monarch he went with Richenbaugh Cadillac as a very successful salesman. He had a great personality and could get along with anybody except Mrs. Darr.

-Jul 6, 1978 Ray Wilson interview

IRA KEMP**1953 - 1963****STATION AGENT****FMN INW PHX**http://FAL-1.tripod.com/Ira_Kemp.html

OBITUARY: Ira L. Kemp Of Derwood, MD passed away on Monday, September 25, 2017.

Ira was the beloved husband of Fran Kemp for nearly 60 years; devoted father of Michael Kemp, Mitchell Kemp and Lisa Johnston; beloved brother of Elaine Tencer; and cherished grandfather of David, Michelle, Alex, Hailey, Jacob, Daniel, Ben and Leah.

Ira was born in Brooklyn, NY on March 31, 1934. He served in the U.S Army, was an employee with Frontier Airlines and had a very distinguished, 34-year career as a civilian in the U.S Air Force.

He retired in 1996 as the U.S. Air Force's Associate Deputy Assistant Secretary for Contracting. Ira's career culminated in being the 100th recipient of the President's Award for Distinguished Federal Civilian Service in 1997, the highest honor the Federal government can grant to a career Civilian employee and only the third recipient from the U.S. Air Force at the time.

In addition, he received three additional Presidential Rank Awards, one Department of Defense Distinguished Civilian Service Medal and ten Senior Executive Service Outstanding Performance Awards.

A member of numerous professional organizations, Ira was extremely proud to serve as the Chairperson of the President's Committee for People Who Are Blind or Severely Disabled, from 1991 - 1996.

A memorial service will be held at 10 a.m. on September 27, 2017 at Shaare Torah Synagogue, 1409 Main Street, Gaithersburg, Maryland. In lieu of flowers, contributions can be made in Ira's memory to the Wounded Warrior Project, or the Montgomery County Humane Society.

-The Washington Post on Sept. 27, 2017

I was a station agent in PHX. Started at FMN tfrd to PHX then went into the Army. Did my time and returned; first working at INW and then again tfrd to PHX. Left FAL to go to work for the Air Force as a management intern. Been married to the same woman for 52 years and now I'm getting old and decrepit like everybody else.

-Ira Kemp, Nov 4, 2010



KIRK JOHNSON
1949 - 1963
CHAIRMAN OF THE BOARD
GSW

http://FAL-1.tripod.com/Kirk_Johnson.html

OBITUARY: F. Kirk Johnson of Fort Worth, oil company



executive, financier and sportsman, died of a heart attack yesterday. He was 67. Johnson was stricken at the Beverly Wilshire Hotel, where he and his wife checked in on arrival from Fort Worth earlier in the day. He founded Ambassador Oil Co in 1929 and was board chairman of Ambassador Irish Oil Co.

The Texan also was a founder and former board chairman of Central Airlines, in which he held controlling interest until recently. Johnson was a partner with actor James Stewart

in Live Oak Stables, owned ranches in Texas California and South Dakota and was part owner of radio and television stations in Texas and Oklahoma.

As a big game hunter he had made several African safaris. Once he co-sponsored an expedition to the Himalayan mountains in search of the legendary abominable snowman.

Survivors, besides the widow, are a son, F. Kirk Johnson Jr and a daughter, Mrs. William Mitch, both of Fort Worth. The body was being returned to Fort Worth today for burial.

-Corpus Christi Caller-Times, June 12, 1963

Johnson drilled his first dry hole in 1921. Results were better when his firm drilled the discovery well on the Leck Ranch. This was during a period (1928) of surplus apparently since a trade journal heralded the event with the headline: "A Terrible Thing Has Happened To The Oil Business."

No man to let mere management monopolize his time, Johnson has an office in his Fort Worth home so he can work harder and longer than in his downtown office. He financed Central Airlines in 1949 and is still chairman of this local service airline which serves Oklahoma, Kansas, Colorado, Arkansas, Missouri and Texas with Convairs and DC-3s. Equally interested in ground transportation, he distributes Rolls Royce, Jaguar, Fiat, and The British Motor Group in the Southwest.

Johnson owns Live Oak stable jointly with Jimmy Stewart. The two returned recently from a 40-day African Safari on which they were accompanied by their wives. A three-foot baby elephant which Johnson received as a birthday present on his return probably will go to the Fort Worth Zoological Association of which he is president emeritus.

-AMERICAN STOCK EXCHANGE INVESTOR, OCT. 1961

KIRK JOHNSON JR
1958 - 1962
BOARD OF DIRECTORS
GSW

http://FAL-1.tripod.com/Kirk_Johnson2.html

OBITUARY: Francis Kirk Johnson, Jr, Birth: Feb. 18, 1928,

Abilene, Texas, Death: Aug. 16, 1968, New Orleans, Louisiana, Burial: Greenwood Memorial Park and Mausoleum, Fort Worth, Texas.

-https://findagrave.com/

I found Kirk had flown west while doing a periodic web search for Central Airlines deaths. He is first mentioned on the 1958 Annual Report as a member of the Board when he was 30 years old. Also shown on the Board are his father and two brothers-in-

law Joe DeBona and William Mitsch. He served on the Board until his father sold the majority of his Central stock in 1962. Efforts to find his obituary and a date of death were fruitless. He died young at age 40 and left a son F. Kirk Johnson III.

-Jake Lamkins



TOM CLARKE
1959 - 1986

STATION AGENT, STATION MANAGER
AIA ALS MTJ PUB TUS SMF ELP LAA HOT COS PHX

http://FAL-1.tripod.com/Tom_Clarke.html

OBITUARY: Thomas Gray Clarke, Date of Birth: Aug 12, 1938, Died October 5th 2017, Pueblo, Colorado.

It is with great sadness that we announce the death of Thomas Gray Clarke, passed away on October 5 2017 in Pueblo, Colorado, leaving to mourn family and friends.

All are welcome to attend and celebrate Thomas Gray Clarke's life. Flowers and condolences may be sent in memory of the loved one.

-https://www.afterlife.co/us/obituary-pueblo-thomas-gray-clarke

I worked 3-59 to crash, SA at AIA, DC-3 transfer station, ALS, MTJ, PUB, TUS, COS, SMF, PHX, SSA at ELP, COS, SSM at LAA, 1 man station 7 years, HOT 1 yr.

Retired from Cigna Ins Co PHX in 1998. Hello to all I worked with over the years. Thanks much, now living in Pueblo West, Colo.

-Tom Clarke (12/19/02)

T CLARKE, PUB station agent

DOB 8/12/38, DOH 3/28/59

per the Feb 1960 Frontier Roster.

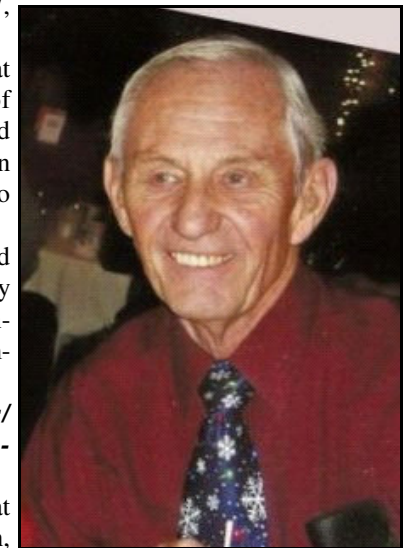
T G CLARKE

Station agent seniority date and DOH of 3/28/59

DOB is 8/12/38, ORG 3444 - PHX

per the Oct 1986 FL/ALEA Seniority List.

-Jake Lamkins



BETTY MCINTOSH ROTENBERY

1966 - 1986

RESERVATIONS AGENT

DEN

http://FAL-1.tripod.com/Betty_McIntosh_Rotenbery.html



OBITUARY: Betty "Ilo" (Beach) Rotenberry, Sept 6th 1927 - November 9, 2017, 90, passed away on Friday 9, 2017, after a short illness. Born September 6, 1927, in Barnes City, Iowa. Retired from both Frontier airlines and United Airlines.

She is survived by husband, Paul Rotenberry of 43 years, daughters Linda Salzbrener, and Connie Potter, extended family, Paul Rotenberry Jr. and Darlene Babb, 13 grandchildren and 23 great grandchildren.

She was preceded in death by her son Larry McIntosh, her parents and siblings.

-<http://www.legacy.com/obituaries/>

I was in reservations in DEN from 1966 to 1986. So sad to hear of co-workers passing. I still hear comments of Frontier (the new) of nice people working. And always the old Frontier - was of the same quality of people. My records will probably show as first starting FL my last name was McIntosh. My Rotenberry name is 31 years old.

-Betty McIntosh Rotenbery, emp# 05599 (1/26/09)

Betty was always a professional and I learned a lot from her when we all started as "newbies". She was there to help and such a nice person. I know we all say nice things about the people we worked with but the thing was we had a great group. She will be missed - prayers to her family and friends.

-Trish Swanson-Hawk

SHIRLEE HAILSTONE LIETZ

1951 - 1955

FLIGHT ATTENDANT

PHX

http://FAL-1.tripod.com/Shirlee_Hailstone_Lietz.html

OBITUARY: Shirlee Hailstone Lietz (1928 - 2014), (86), formerly of Logan, died October 15, 2014 in Denver, Colorado.

Burial services are scheduled for October 31, 2014 at the Dallas-Fort Worth National Cemetery, Arlington, Texas.

-Logan Herald Journal on Oct 26, 2014

Thank you for remembering our parents, EP and Shirlee Lietz. I have attached a FAL photo of my mother from 1954-55 (unknown the exact date of the photo). You are welcome to use it in the FAL web page.

As far as an obituary goes my mother had been suffering from Dementia and Alzheimer's since the late 1990s - getting so bad we had to remove her from her home in the DFW area in 2012 to place her in a care facility here in the Denver area so my brother and I could better care for her. (The state of Texas was about to take custody of her if we didn't move her.) She had forgotten EP and FAL by late 2012 and forgot who her sons were in late 2013.

The wonderful woman who raised us had died many years ago

to that terrible humanity stealing disease. I wouldn't be sure what to say in an obituary for FAL because she rarely told us about her life with FAL and when she did, I was too young to remember it.

We did find FAL photos of both EP and Shirlee and a lot of FAL pins, uniforms, etc. (Those were going to be donated to the Airlines Museum in Kansas City.) Thank you for remembering our wonderful mother who meant the world to us and passed in a bad way.

-John Lietz



TOM TAMMEN

1964 - 1970

STATION AGENT

CYS

http://FAL-1.tripod.com/Tom_Tammen.html

OBITUARY: Thomas H. Tammen, 73, of Cheyenne died Oct. 16. He was born July 15, 1944, in Washakie, Iowa, and had resided in Cheyenne since 1965.

Tom owned Tom Tammen Farmers Insurance Agency for 45 years. He was past CFD Grounds Chairman and a member of CFD Heels, Shriner's Club and Coffee Club at the Shriner's Club, Elks Lodge, Sunrise Lion's Club, Red Dale Camp Club, Cheyenne Trap Club and numerous other Cheyenne community organizations.

Tom also enjoyed playing softball, bowling and hunting.

He is survived by his loving wife and soul mate, Diane Tammen; two daughters, Alisa Holt (Eric) and Cindy Rice; a son, Jeffrey Tammen; two stepdaughters, Kathleen "Kat" Medina (Mike Belless) and Tina Reya; three stepsons, Casey and Corey Medina, and Cliff Lemmons (Paulita); two sisters, Jane West and Marge Hopley; 22 grandchildren and 12 great-grandchildren; and their furry companion, "Max".

Tom was preceded in death by his parents, Harold and Ruth Tammen; and three great-grandchildren.

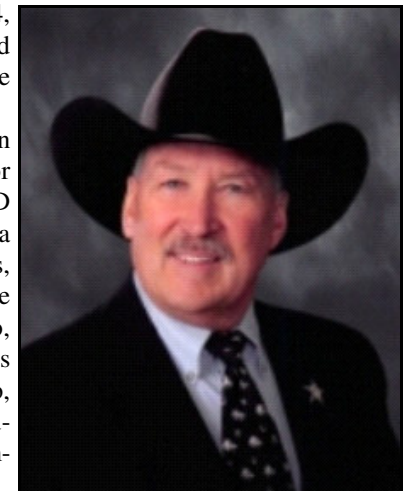
Visitation will be 9 a.m. to 5 p.m. Saturday at Wiederspahn-Radomsky Chapel.

Services will be 10 a.m. Monday at Cheyenne Hills Church. Friends who wish may contribute to the CFD Scholarship Fund or the Shriner's Children's Travel Fund.

-<http://www.wyomingnews.com/>

Thomas Tammen of Cheyenne died Oct. 16, 2017. He worked in CYS - it was before 68 and he quit in 70 to sell insurance.

-Bruce Osborne



DON WOLLENZIEN

1966 - 1986

PRODUCTION PLANNER

DEN

http://FAL-1.tripod.com/Don_Wllenzien.html

OBITUARY: Don Wollenzien passed away peacefully December 4, 2017, at St. Andrews Village in Aurora Colorado.



Don was born November 20, 1934, to Martin and Jessie Wollenzien and was the youngest of 3 children. He grew up in Waukesha, Wisconsin.

After graduating high school, he joined the Army and served in the Korean War. He was honorably discharged from the Army and went to Billings, Montana to be a groomsman in a wedding for one of his Army buddies. It was at this wedding he met the love of his life, Marie and they married in June of 1961. They

moved to Denver and in 1969 had their son, Jay.

He worked for Frontier Airlines for 25 years, then for a couple of smaller airlines and then worked for Continental Airlines for 10 years. It was at this point he decided to become a private contractor where he verified airplane records until he retired.

Don was always willing to help wherever needed. He was a very active member of Wheatridge Presbyterian Church where he was the church treasurer for many years. He was also treasurer of the Denver Presbytery for seven years as well. Don and Marie served on the Montview Boulevard catering crew, serving meals to the homeless and less fortunate with the profits from the catered meals.

Don is survived by his son Jay Wollenzien; daughter and grandson-in-law Sarah Wollenzien and Gavin Burgess; niece Lori Colantuoni, nephew Gary Wollenzien; nieces and nephews John and Wanda Capelle, Alan and Sue Capelle, Eileen and Emily Capelle; and several great-nieces and nephews. His parents Martin and Jessie Wollenzien, sister Jane Capelle and brother Howard Wollenzien preceded him in death.

[-https://www.allstatescremation.com/obituaries/](https://www.allstatescremation.com/obituaries/)

PAT BONA PAULL

1964 - 1966

FLIGHT ATTENDANT

DEN

http://FAL-1.tripod.com/Pat_Bona_Paull.html

OBITUARY: Patricia Bona Paull - 80, passed away on September 29, 2017. Survived by her husband of 51 years, James; children: Mary Frances (Tony) Tharp, Ann-Louise, John Patrick (Carol), Stephen (Tonie), Joseph (Angelina), Matthew (Misty); and four grandchildren.

She is preceded in death by her brothers Hank and Jim; and brothers-in-law Jack and Al.

Patricia was born in New Brighton, MN along with her eight siblings. As a young adult, she was a flight attendant with Frontier Airlines and later dedicated her life to God and family, raising her six children in the Catholic faith.

MORE GONE WEST

Her love for life was infectious and her beautiful smile will be greatly missed.

Rosary on October 4, 2017, 7PM, Mother of God Catholic Church. Funeral Mass on October 5, 2017, 10am, Risen Christ Catholic Parish. In lieu of flowers, please make donations to Boys Hope Girls Hope of Colorado or charity of your choice.

-Denver Post on Oct. 3, 2017

Knew her well, nice gal, love to her family.

-Ruth Pitts

Oh that's sad; she was a great flight attendant!

-Bonnie Dahl



RON BERG

1969 - 1986

STATION AGENT, STATION MANAGER

DEN GUP OMA DRO RFD

http://FAL-1.tripod.com/Ron_Berg.html

OBITUARY: Rolland Carl "Ron" Berg returned to his maker on December 1, 2017 in Riverside, California. He was preceded to heaven by his beloved wife of 50 years, Linda (Lewis) Berg who passed in 2010.

Ron was born in Denver, Colorado to LeRoy and Marie (Nolan) Berg on November 15, 1940.

After high school Ron joined the United States Air Force in 1958. While in the Air Force, he met Linda Lou Lewis of Galion, Ohio and they married on September 23, 1960. He was honorably discharged in 1962.

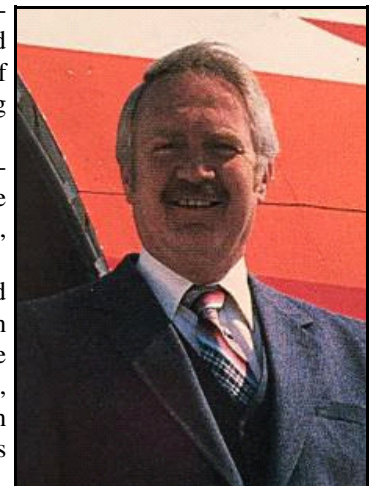
Ron found his professional calling when he joined Frontier Airlines in 1969. While working for Frontier Airlines, Ron was stationed in Denver, CO; Omaha, NE; and Gallup, NM. Starting in baggage handling, Ron rose through the ranks and was promoted to Station Manager in Durango, Colorado. In 1984, Ron was promoted again to Station Manager in Rockford, IL.

After Frontier was bankrupted in 1986, he began working with Northwest Airlines in 1989. He later became Station Manager for Northwest Airlines in Ontario, CA before retiring in 2003.

Ron is survived by his 5 children; son Rolland Carl Berg Jr & wife Paula, daughter Sheryl Berg-Ridenour & husband John, son Tab Aaron Berg & wife Elizabeth, daughter Tammy Berg-Hillinger & husband Bill; son Lance Leroy Berg & wife Ratana.

Services will held on December 15, 2018 @11:00 am at the Chapel/Akes Family Funeral Home, Riverside, CA 92503). Interment will be 1:00 pm at Riverside National Cemetery (22495 Van Buren Blvd. Riverside, CA 92518),.

-Tab Berg



RALPH BAUMAN**1958 - 1961****STATION AGENT****LNK**http://FAL-1.tripod.com/Ralph_Bauman.html

OBITUARY: Ralph H. Bauman, July 4, 1928 - October 22, 2017



Younger Years of Life: Frontier Airlines: Agent; Burlington Railroad: Carman; Farm & Oil field experience; Land: Richardson County, Nebraska

Initiated and organized my own independent oil and gas companies which resulted in the drilling and completion of over two hundred fifty oil and gas wells over a twenty five year period. Name of the companies are as follows: BAUMAN OIL AND GAS PROPERTIES; BAUMAN OIL AND GAS COMPANY, INC.; CORONA OIL AND GAS COMPANY; ALL PRO

ENERGY COMPANY, INC. Activity was in the following states: Nebraska, Kansas, Montana, Colorado, Oklahoma, Texas, Kentucky, Ohio and West Virginia. Built pipelines in Kansas and Ohio. Sold businesses and entities in the 1980's.

Owned and operated a Beechcraft (Duke) fully equipped with radar and piloted by Lt. Col. Louis Barr (Ret) (USAF).

Owner-operator: Bauman Oil & Gas Properties; Bauman Oil & Gas Co., Inc.; All Pro Energy Company, Inc.; Corona Oil & Gas Company, Inc. Location Headquarters: Omaha, Nebraska; San Antonio, Texas.

President and CEO: San Anco Energy Co., Inc. Location: San Antonio, Texas. Activity: Texas, Oklahoma, Kansas, Ohio.

General Manager: Worsham Insurance Agency. Location: San Antonio, Texas. In charge of their entire agency operations including public relations, including military bases in Texas and Kentucky; acquisition of all personnel and administration, including the acquiring of Texas and Nebraska insurance license, also auctioneer license for the State of Nebraska..

Retired: Rank of Command Sergeant Major, U.S. Army. Retired in 1974 with Twenty Three (23) years of military service.

Returned to Omaha, Nebraska from San Antonio, Texas, year 2006. Lived in Springfield, Nebraska. Wonderful to return to the Heartland of America after spending years in very productive and fulfilling years in business.

Of Springfield, survived by wife Marjorie, son Daniel Sobczyk, family & friends. Retired Command Sergeant Major, U.S. Army and Owner Operator Bauman Oil & Gas Properties. Preceded in death by son Brent.

Visitation Friday 5:00-6:30 PM Vigil Service 6:30 PM at church. Funeral Service Saturday (10/28/17) 10:30 AM St. Joseph's Catholic Church 100 9th Street Springfield, NE, Graveside Service Monday 11:00 AM Omaha National Cemetery. Memorials to the family to be determined later.

-<http://www.roedermortuary.com/ralph-h-bauman/>

GONE WEST**AGENTS, CLERKS, CLERICAL**

Phil Achey, MTJ RKS SEA station agent, 6/17/13, age 55, accident at work

Don Adams, TUL station agent, 12/8/99, age 62

Don Adey, MKC OMA ABQ HOU station agent, ticket counter agent, 3/10/96, age 62, cancer

Fred Aerni, HYS OMA DEN station agent, 7/7/14, age 78, pulmonary fibrosis

Marlen Agena, LNK station agent, 5/25/06, age 67

Harold Akens, DEN crew scheduler, 10/9/04, age 58, heart disease

Walt Albany, station agent, 10/31/88, age 73

June Aldrich, DEN executive secretary, 7/23/14, age 84

Karen Allen, STL ticket counter agent, 10/28/76, age 29, during childbirth

Kerry Allen, SAD FLG STK MKC CYS station agent, station manager, 8/18/13, age 78, cancer

Virgil Allen, RIW station agent, 5/2/06, age 80

Dave Allison, LAW DFW station agent, 7/11/80, age 34, motorcycle wreck

Margaret Allspach, DEN secretary, 10/25/06, age 88

Bob Anderson, CYS station manager, 12/3/65, age 42, heart attack

Don Anderton, SLC senior ticket counter agent, 8/8/12, age 80, cancer

Wilma Herlacher Antos, DEN senior accounting clerk, 4/29/05, age 84

Tony Aragon, DTW SCK station agent, 12/5/12, age 61, cancer

Don Armstrong, RIW RKS BIL OMA SLC station agent, 10/1/13, age 88, pneumonia

Jim Ashley, LNK senior station agent, 6/6/95, age 65

Zeke Atwood, BIL senior station agent, 4/11/09, age 80, cancer

Irma McCoy August, DEN reservations agent, 10/1/17, age 70, cancer

Marguerite Bagley, DEN reservations agent, 5/26/04, age 76

Jerry Baker, PUB DEN station agent, 8/28/14, age 65

Elsie Ballard, DEN clerk, 5/5/00, age 94

Jack Ballard, LAW DEN MAF station agent, 2/12/93, age 44, heart attack

Roger Ballast, DEN station agent, 5/7/07, age 70, cancer

Jerry Baltz, DAL STL station agent, 3/25/07, age 65

Eileen Barker, DEN clerk, 3/5/02, age 78

Hub Barker, DUC OKC station agent & manager, 9/15/92, age 62

Roger Barks, TUS station agent, 7/11/93, age 52

Burt Barnes, FLG station agent, 12/30/90, age 65

Bob Barrett, MKC DFW OMA station agent, 3/28/09, age 68

Patrick Barry, DEN reservations agent, 9/24/90, age 46

Ellie Bastar, DEN flight attendant, crew scheduler, 10/14/87, age 63, hit & run

Margaret Goodman Battles, DEN reservations agent, 3/16/15, age 91

Jerry Bauer, LBF LNK senior station agent, 5/18/14, age 73

Ralph Bauman, LNK station agent, 10/28/2017, age 89

Marge Bayliss, Need info, 4/13/07, age 66, pancreatic cancer

Frank Bazadier, MCI skycap, Jul82, age 68

Dave Beckley, PRC EAR ELP FMN station agent and DEN GTF pilot, 5/26/16, age 80

Al Beek, CDR BFF COS station agent, 12/18/89, age 68
 Lamar Belnap, PUC SVC station manager, 12/21/11, age 85
 Foy Belvin, DEN OKC station agent, 6/12/05, age 64
 Les Belyea, BZN station agent, 10/22/01, age 65, heart failure
 Les Bendickson, POY RIW LAR CPR BFF GJT station agent, senior station agent, station manager, 7/14/16, age 88
 Jim Beu, DEN maintenance scheduler, 8/11/00, age 87
 Lysle Bevans, PUB station agent, 9/6/89, age 55
 Lloyd Bibo, DEN FCA station agent, 8/20/88, age 45, heart attack
 Dottie Bingham, DEN accounting clerk, 10/7/07, age 61
 Elvin Black, MHK station manager, 4/26/89, age 70
 Harry Black, DRO station agent, 7/14/04, age 78
 Eldon Blake, EAR DEN station agent, 9/24/07, age 57, cancer
 John Blake, MCK GRI PDX station agent, 6/18/06, age 63, cancer
 Don Blanford, PHX station agent, 11/1/90, age 78
 Norm Blank, RAP OLU station agent, 6/16/10, age 71, COPD
 Norm Blum, SLC ticket counter agent, 5/18/06, age 82
 Earlene Bollers, DEN clerk, senior clerk, accounting clerk, lead accounting clerk, 1/26/01, age 78
 Phil Bolt, DEN station agent, 4/25/02, age 73
 Billy Bonds, GJT DEN station agent, 1/6/15, age 67
 Dan Boone, DEN GEG senior station agent, 2/22/12, age 72
 Jim Booth, DEN JAC RNO station agent, 6/12/82, age 35, cancer
 Gordon Bost, SLC station agent, 11/7/00, age 75
 Leroy Bowman, DEN SNY STL station agent, 1/15/05, age 59, diabetes
 Mary Bradford, DEN accounting clerk, 4/28/75, need more info
 Cliff Brown, DEN senior station agent, 3/29/16, age 81
 Sonja Brown, DEN accounting clerk, 12/17/99, age 62, cancer
 Sue Brown, FSM reservations agent, 4/10/14, age 79
 Ollie Brunz, BIL MSO station agent, 2/11/14, age 87
 Shirlye Bryan, DEN reservations agent, 3/17/99, age 72
 Dean Buethe, SLC senior station agent, 4/2/14, age 77
 Mike Bumstead, DEN MKE ticket counter agent and CSR-InFlight, 3/2/92, age 49
 Martin Bunjes, DEN mail clerk, 2/13/90, age 76
 Ann Bunn, DEN reservations agent & ticket counter agent, 1/14/10, age 77, pancreatic cancer
 Charlie Burgess, DAL DFW station agent, 11/26/95, age 53
 Dale Burns, MKC MCI senior station agent, 7/2/08, age 71
 John Burrows, TUS station agent, 4/12/12, age 73
 Gary Burson, BFF DEN MHK LAW station agent, SATO, 9/9/93, age 53
 Marg Bussell, flight attendant, ticket counter agent, 11/18/10, 78 years old, heart attack
 Unave Bussell, DEN secretary, 4/10/92, age 71
 Gayle Bussinger, MLS station agent, 3/12/64, age 27, DC-3 crash at MLS
 Jim Butler, TUS PHX station manager, LAS station agent, 3/19/06, age 85
 Loren Butterfield, EAR station agent, 7/10/05, age 72
 Ken Byers, LNK station agent, 4/16/12, age 76
 Bobby Byrd, RKS DEN GTF station agent, 9/17/03, age 60
 Bud Cain, RIW station agent, 10/17/92, age 72
 Clif Calcote, MKC MCI ticket counter agent, 6/4/91, age 49, cancer
 Doug Calvird, station agent and DEN flight attendant, 12/25/13,

age 64
 Sid Camomile, PHX station agent, 2/28/14, age 70
 Joan Marquez Campbell, DEN reservation agent, ticket counter agent, 6/8/02, age 68, leukemia
 Jeannie Carey, DEN accounting clerk, 1980, need more info
 Lefty Carlson, DEN reservation agent, 6/2/99, age 66, stomach aneurysm
 Marybeth Carlson, DEN accounting clerk, 11/15/13, age 73
 Sparky Carlson, SLC agent, 4/27/02, age 65
 Sandy Ware Carper, DEN secretary?, 6/13/14, age 76
 Marietta Shivvers Carr, DEN PBX operator, 7/13/15, age 88
 Jack Casey, DEN station agent, 6/5/13, age 76
 Mary Dazevedo Casey, DEN secretary, 3/27/05, age 55
 Rudy Castillo, ELP OAK MAF DEN SLC station agent, reservations agent, age 49, cancer
 Ferd Castrop, EAR OKC station agent, 7/4/14, age 84
 Del Caudle, FYV MAF station agent, 2/18/92, age 56
 Jim Charbonneau, DEN station agent, 4/4/93, age 49
 Mark Charles, MKC ABQ ELP station agent, 12/25/07, age 73, brain hemorrhage
 Ed Chladek, RIW STL MEM TUS ELP station agent, 8/21/04, age 78
 Laudie Chorne, ISN BIS station agent, 10/5/13, age 84, COPD
 Ruby Hamm Church, DEN lead data conversion operator, 5/14/89, age 64, heart attack
 Jerry Churchwell, DEN station agent, Inflight CSR, 6/19/07, age 60
 Al Ciferri, ABQ station agent, 10/9/02, age 70
 Ed Ciskowski, PNC WWR DUC COS STL JLN SGF station agent, station manager, 9/26/13, age 83, cancer
 Clyde Cisneros, DEN network control operator, 3/12/09, age 62
 Liz Clark, JAC customer service representative-ground, 1/22/15, age 64, lung disease
 Tom Clarke, AIA ALS MTJ PUB TUS SMF ELP LAA HOT COS PHX station agent/manager, 10/5/17, age 79
 Wilber Clemons, BFF ELP station agent, 10/30/10, age 74
 Steve Collins, DEN accounting, need more info
 Walker Collins, FYV PNC SLC FSM DEN station agent, 6/23/07, age 65
 Bill Cook, RIW WRL, station agent & manager, 7/12/08, age 82
 Shirley Cook, DEN clerk & secretary, 2/7/01, age 66, ALS
 Don Cope, DEN senior ticket counter agent, 2/4/11, age 87
 Ron Cornelison, OKC station agent, 12/16/04, age 64
 Pete Couk, PHX BIE station agent, station manager, 1/15/68, age 41
 Connie Felt Cowardin, ABQ ticket counter agent, 10/16/17, age 73
 Bill Craney, DEN accounting clerk, 3/11/12, age 58
 Claire Creviston, MKC MCI station agent, 5/1/10, age 90
 Walter Crouch, DEN chief storekeeper, Jul 82, age 85
 Willard Crouch, DEN senior stock clerk, 2/1/76, age 75
 Ann Crowhurst, OAK station agent, 11/17/02, age 49
 Harry Cutler, MTJ station manager, 7/24/94, age 70
 Danny Daniel, FOE DEN station agent, 1994?, age 40?, need info
 Dean Daubert, DDC SLN JAC station agent, 1/19/08, age 70
 Lois David, DEN ticket counter agent, 7/3/94, age 63, cancer
 Bearl Davis, MKO TUL station agent/manager, 3/12/17, age 77
 Chiquita Wheeler Davis, DEN reservations agent, 4/12/15, age 60

Glen Davis, STL station agent, 11/11/11, age 67
 Dick Demos, CYS station agent, 10/1/01, age 64
 Chuck Dessauer, DEN station agent, 9/15/90, age 52
 Lynne Dessauer, DEN reservation agent, 9/15/04, age 69
 Danny DeVore, FMN RNO station agent, 5/12/12, age 65
 John DeYoung, PHX station agent, 11/7/02, age 72
 Elton Dial, FYV HOU SGF station agent, 11/20/00, age 72, heart attack
 Kathy Hunter Dinsberg, DEN reservations agent, 12/28/15, age 66, stroke
 Richard Dix, OMA station agent, 12/27/12, age 69, cancer
 Gordon Dockter, RAP station agent, 5/9/08, age 59
 Candy Ore Dolan, DEN accounting clerk, ticket counter agent, 12/18/13, age 63
 Lana Doll, DEN accounting clerk, 7/5/03, age 59
 Richard Draddy, MKC FSM MEM DEN station agent, 3/8/07, age 71
 Shirley Drnovsek, DEN secretary, 4/2/16, age 78
 Jean Dunn, DEN accounting clerk, 3/22/96, age 57
 Judy Bunn Eagle, DEN accounting clerk, 9/20/03, age 63
 Bob Eckhardt, RKS RIW BIL station agent, 5/28/10, age 79
 Ron Eckles, GRI FSD station agent, 9/6/93, age 53, cancer
 Bob Ediger, SVC MSO station agent, 1/9/11, age 66
 Cal Eiker, PHX senior station agent, 12/11/08, age 83
 Sue Elder, DEN accounting clerk, 5/23/06, age 80
 Bob Elliott, DEN station agent (#1), 1/9/02, age 76
 Ouita Elliott, GJT DEN senior ticket counter agent, 1/23/11, age 93
 GeorgAnn Ellis, DEN reservations agent, 1/16/16, age 75
 Gloria Elquest, DEN accounting clerk, 11/1/00, age 68, cancer
 Blaise Engelking, FSM station agent, 12/16/14, age 83
 Tom Enger, JAC station agent, 5/8/11, age 67
 Liz Enright, DEN buyer-purchasing agent, 5/31/03, age 72, emphysema
 John Ensign, DEN ticket counter agent, 7/1/16, age 73, brain tumor
 Bob Eubanks, ABQ BIS ALS station agent/manager, Apr 81, age 56
 Luther Evans, DEN SMF station agent, Jul 86, age 62
 Gaylord Evanson, MOT BIL RIW DEN GEG station agent, 11/24/15, age 74
 Duane Faltys, TUS station agent, 2/28/02, age 67
 Ray Farnam, DRO RAP station agent, 2/2/04, age 76
 Wally Farrar, PUB DFW station agent, 6/10/98, age 65
 Garry Felzien, RKS LAX station agent, 2/11/06, age 62
 Shirley Middlebrook Finkbeiner, DEN reservation agent, 12/12/08, age 70
 Louie Fiorelli, DFW senior station agent, 4/14/98, age 75
 Bob Fish, PHX senior station agent, 7/2/07, age 86
 Dean Fisher, ANW LNK station agent, 10/4/80, age 49
 Ralph Fisher, SVC station agent, 3/9/00, age 76
 Bill Fleming, SLN DEN PHX station agent, 7/6/06, age 65, from a fall
 Tom Flynn, DEN ticket counter agent and station agent, 2/11/95, age 50
 Bill Folda, HVR station manager, 11/17/72, age 36
 Frank Fountain, ADH HYS station agent, 9/13/08, age 74
 Manita Fowler, DEN accounting clerk, 4/14/06, age 90
 Toshie Fresquez, DEN pass bureau, 10/1/87, age 54, heart attack
 Dale Fultz, TOP station agent, 1/25/05, age 70

Gary Frogge, MCI ATL senior station agent, 8/3/84, age 45, heart attack
 Mary Jean Gallagher, DEN reservation agent, 12/13/04, age 78
 Art Garcia, MCI LIT station agent, 7/19/79, age 44, auto crash
 Lorie Gasiorowski, DEN accounting, Nov 85, age 52
 Gordon Getz, ABQ GUP station agent/manager, 8/6/09, age 81
 Johnny Gibbs, ABQ station agent, 1/8/11, age 72, cancer
 Ken Gieck, COS station agent, 5/4/93, age 53
 Jeff Gilbert, ABQ station agent, 2/18/95, age 64
 Roy Glasgow, SAF ELP station agent, 2/1/14, age 76
 Hank Goffart, LIT station agent, 9/3/98, age 60, Lou Gehrig's disease
 Marti Grass, DEN reservation agent, 6/27/84, age 41, brain tumor
 Mona Gregg, DEN reservations agent, 1/15/16, age 53, breast cancer
 Tom Green, DFW SWO PRX station agent/manager, 4/6/96, age 61
 James Greer, CYS COS GLD MLC HOT LIT HOU station agent, 10/1/86, age 60, Lou Gehrig's disease
 Jack Groom, SGF BIL DEN ALS PHX station agent, 9/11/03, age 65
 Reub Gutierrez, GRI ABQ station agent, 2/15/05, age 63
 Ben Gutierrez, DEN senior station agent, 6/12/14, age 77, heart disease
 Barb Hackathorn, DEN reservation agent, 11/26/08, age 67, heart failure
 Jim Haley, DAL GSW LAW DEN station agent-reservation agent, Aug 78, age 48, heart attack
 Doug Hamblin, PRC station agent, 12/29/14, age 86
 Bob Hamilton, DEN reservations agent, 9/28/09, age 50
 Doug Hanna, LNK PHX station agent, 9/6/15, age 74, cancer
 Terry Hansen, GEG station agent, 5/20/10, age 70, heart attack
 Vickie Perry Hanson, DEN crew scheduler, 11/11/13, age 60
 Chuck Harding, MKC STL SLC SNA SAN station agent, 8/10/06, age 66
 Tom Harding, DEN station agent, 5/25/04, age 63
 Marie Hardwick, DEN accounting clerk and PHX ticket counter agent, 9/10/04, age 72
 Linda Harris, GSW DFW DEN reservations agent, station agent, 1/5/11, age 66
 Marlena Harris, SLC ticket counter agent & SATO agent, 11/3/99, age 59, heart attack
 Gene Harrison, STL senior station agent, 9/3/01, age 64, heart attack
 Nancy Vannoy Harrison, DEN SLC reservations agent, 1/31/17, age 81
 Bonnie Fisher Hart, DEN reservations agent, 7/12/15, age 69, corticobasal degeneration
 Bill Hatfield, PNC ACF DAL GUC station agent/manager, 7/25/00, age 68
 Carol Haught, DEN accounting clerk, ticket counter agent, 8/15/96, age 53
 Don Haven, GTF station agent, 9/5/05, age 68, Parkinson's
 Everett Hawthorne, BIL senior station agent, 4/23/00, age 87
 George Hayes, STL station agent, 10/27/08, age 66
 Dean Head, RIW GRI station agent, 3/23/98, age 76
 Nancy Heath, DEN reservation agent, 2/10/05, age 65
 Mark Heerboth, PUB BFF MKC MCI senior station agent, 3/23/17, age 81

Jesse Heidrich, GJT senior station agent, 2/24/15, age 90
 Lizzie May Heinz, DEN accounting clerk, 3/7/72, age 65
 Carl Henderson, WRL COD POY RIW COS station agent/
 manager, 5/7/02, age 78
 Lee Henneberg, MKC MCI ATL DEN station agent, 8/2/11, age
 64, liver disease
 Marilyn Kountz Hermann, DEN reservations agent, 11/27/08,
 age 78, cancer
 Kenny Hett, TUS station agent, 1/9/93, age 71
 Jim Hicks, LIT station agent, 9/2/16, age 81
 Dick Hill, DRO station agent, 12/26/09, age 79, alzheimer's
 Patty Duff Hill, STL MCI LAX ticket counter agent, 3/20/14,
 age 73, pulmonary fibrosis
 Chuck Hilton, TUS station agent, 6/6/01, age 56
 George Hobbs, SLC station agent, Mar 87, age 69
 Millie Hodges, DEN reservations agent, 7/8/07, age 60
 Dan Hogberg, GFK MAF RFD MSP FAR station agent,
 2/27/13, age 59, heart disease
 Wayne Holder, FYV JLN DFW station/ticket counter agent,
 1/3/02, age 65, heart disease
 Ray Horrell, SLC reservations agent, 2/2/85, Age 25
 John Horvath, STL station agent, 7/29/09, age 71
 Hilary Hosman, MCI senior agent, 2/6/90, age 61
 Vern Hostetler, ABQ station agent, 11/26/90, age 55
 Marlene Houck, DEN secretary, 12/15/13, age 72, cancer
 Ro Howenstine, DEN reservation agent, 2/20/13, age 86
 Mike Hudson, MEM ATL station agent, 7/8/16, age 61
 Larry Hughey, DEN GJT station agent, 1/23/00, age 66, cancer
 Bill Hull, OKC senior station agent, 11/18/69, age 36, heart
 attack
 Melvin Hullet, DRO DEN senior station agent, 11/20/86, age 53
 Ermund Huseth, ISN CPR COD SCK station agent & station
 manager, 3/19/14, age 77
 Jerry Humbracht, ABQ CEZ SLC station agent, 3/17/03, age 85
 Ken Hunt, GUC MTJ JLN ABQ station agent, 7/6/10, age 78
 Larry Hunt, DEN accounting clerk, 7/15/98, age 50
 Max Hunt, IML GJT DEN station agent, 9/10/85, age 53, heart
 attack
 Jan Hyatt, DEN ticket counter agent, 2/24/08, age 65
 John Hynes, CPR RAP senior station agent, 4/7/10, age 76,
 COPD lung disease
 Tony Illich, DIK LWT COD BIL FCA BZN PDX station agent
 & station manager, 8/12/16, age 84
 Terry Ino, DEN secretary, 5/15/00, age 73
 Mickey Ishida, DEN clerk, 1/21/62, age 33, heart disease
 Gene Iverson, MCI senior station agent, 9/26/15, age 7
 Wayne Jack, WDG TUL station agent, 1/22/11, age 80
 Ray James, GEG senior station agent, 2/28/08, age 68, cancer
 Don Jansen, GLD TOP station manager, 5/21/68, age 33, auto
 accident
 Charlie Janssen, DEN station agent, 7/29/08, age 67
 Bud Jensen, SLC station agent, 9/18/18, age 79, cancer
 Jan Jernegan, DEN ticket counter agent, 2/6/00, age 63
 Bill Johnson, DEN station agent, 6/13/10, age 83
 Bob Johnson, RWL GXY station agent/manager, 7/25/07, age
 82
 Dell Johnson, RAP station agent, 11/26/08, age 67
 Edgar Johnson, ABQ station agent, 9/25/71, age 65
 Jerry Johnson, HOU station agent, 3/24/15, age 77
 Jim Johnson, FLG JAC TUS RNO station agent, 5/27/07, age 65

Lewis Johnston, TUL HOT LIT OKC station agent, 4/19/12, age
 74
 Ray Johnston, CEZ PHX station agent/manager, 1/1/09, age 83
 Ed Jones, RIW FSM DEN station agent, 8/2/15, age 75
 Myron Kamarad, PHX SNA SAN station agent, 12/22/94, age
 64, cancer
 Dee Kearns, PRC TUS station agent/ticket counter agent,
 9/1/07, age 76
 Art Keck, OFK CNY RKS station manager, 7/3/02, age 67
 Don Keener, 7/29/13, ADH MKO GCK OKC station agent/
 manager, ticket counter agent, age 81
 Nile Keesey, DEN station agent, 2/7/04, age 65, lung disease
 Larry Kefalas, DEN station agent, 11/27/13, age 64
 Wayne Kegley, SDY station agent, 7/2/03, age 71
 Steve Keller, PNC station agent/manager, 3/25/11 age 73
 Bob Kelsch, SLC DEN PHX station agent, 7/28/13, age 75
 Ira Kemp, FMN INW PHX station agent, 9/25/17, age 83
 Oran Kennedy, LNK senior station agent, 3/15/94, age 76
 Phyllis Seeley Kent, DEN reservation agent, Jun 13, age 83
 Darwin Kerr, GEG senior station agent, 2/20/16, age 84
 Art Key, LAS senior station agent, 12/3/01, age 65
 Bill Kilian, DEN senior station agent, 11/24/76, age 31, killed
 by gun in luggage
 Dale Kindred, GEG senior station agent, 2/3/07, age 77, cancer
 Bill Kirkley, DAL DFW station agent, 4/18/12, age 71
 Dean Kirksey, STL senior station agent, 5/15/95, age 64
 Bill Kirkwood, RKS station manager, 9/4/01, age 73
 Corwin Kitelinger, RKS station agent, 2/13/12, age 76
 Fred Klatt, DRO station agent/manager, 7/28/12, age 92
 John Knapp, CPR senior station agent, 8/23/07, age 80
 Doug Knipfer, DEN JAC RNO station agent, 3/8/02, age 63,
 cancer
 Don Koughn, PHX GUP LNK GJT TUS SLC HLN RNO
 station agent & manager, 10/15/13, age 83
 Paul Kreitman, ALS GRI CDR STL HVR EUG station agent,
 7/22/04, age 78
 Erv Kroeplin, TUS station agent, 4/16/02, age 84
 Roland Kuhn, BFF MKC HUT FOE ICT station agent, 10/1/97,
 age 68, leukemia
 Floyd Lafferty, DEN senior ticket counter agent, 9/18/02, age
 54, heart attack
 Dee Lake, POY FLG station manager, 3/12/10, age 80, cancer
 Cel Landi, PHX DEN reservation agent, 4/6/00, age 61
 Ann Latimer, PHX STL DEN reservation agent, 12/4/07, age 90
 Jack Latta, DEN senior station agent, 11/9/13, age 77
 Jeane Laws, DEN secretary, 3/15/89, age 61
 Paul Lawson, AIA station manager, 11/28/93, age 74
 Gary Lee, INW MOT GFK station agent, 4/25/07, age 61
 John Lee, ELP station agent, 1960s, need info
 Robert Lee, TUS station agent, need info
 Chris Leferink, COS ticket counter and station agent, 6/4/13, age
 60
 Maggie Leicht, DEN accounting clerk and SLC reservations
 agent, 5/26/04, age 49, cancer
 Peggy Lenig, DEN executive secretary, 1/17/14, age 77
 Theo Leprich, PHX res & tkt agent, Mar82, age 54, lung cancer
 Warren Lester, RIW ECS RAP CPR LAR HLN DEN station
 agent, 12/8/16, age 92
 Art Lewis, MKC MCI station agent, DEN president's assistant,
 7/20/11, age 81

Sol Lockett, GSW DAL JLN DFW station agent, ticket counter agent, 8/21/06, age 68
 Norm Loehr, MKC MCI station agent, 10/19/17, age 84
 Harold Long, RIW station agent, 3/17/02, age 71
 Butch Loucks, FTW GSW DEN reservation agent, 11/25/06, age 76
 Herschel Lowe, DEN station agent, 12/9/02, age 81
 Jeff Luginbuel, DEN ticket counter agent, 11/16/08, age 62, cancer
 Bob Lutkiewicz, DEN senior station agent, 12/17/05, age 78
 John Lyons, DFW station agent, 7/20/03, age 66
 Otis Lytle, JLN SGF station agent, 10/7/07, age 81
 Cliff Maggard, ALS FLG BOI station agent, 12/23/06, age 76, cancer
 Leo Maldonado, OMA senior station agent, 1/24/02, age 58, stroke
 Marvin Mallen, MCI DEN station agent, 10/4/13, age 61, heart failure
 Rex Marble, INW station agent, Feb67, age 60
 Charlie Marquez, DEN senior station agent, Jun93, age 54
 Bob Marshall, LAR station agent, 6/15/99, age 70
 Doug Martin, TBN station agent, 5/1/11, age 68, pneumonia
 Gene Martin, BIL senior station agent, 1/30/07, age 77
 Billy Maxwell, DEN LAW MAF station agent, 1/3/16, age 59
 Joe McCaleb, PUB station agent, 6/7/87, age 62
 Dave McCall, LBF FSD station agent, 8/15/91, age 57, heart attack
 Carolyn McCallister, DEN accounting, need more info
 Gary McCarrel, SLC senior station agent, 5/2/07, age 72, pneumonia
 Mimi Buckstead McCartney, MCI DEN SMF station agent, 12/4/16, age 76, cancer
 Mac McElhaney, ABQ station agent, 9/2/13, age 86, renal failure
 Gary McGee, PUB ALS ATL DEN station agent, 3/23/13, age 70
 Jack McGee, BFF station agent, 1/2/86, age 66
 Jerry McGrath, CDR GLD station manager, 1/3/91, age 67
 Mark McGrath, LEX DEN station agent, 6/27/04, age 47, heart attack
 Larry McIntosh, OMA station agent, 1/19/04, age 64
 Muriel McKenney, DEN secretary?, 9/4/11, age 88
 Dolly McPhee, DEN reservations agent & ticket counter agent, 8/11/98, age 70
 Dick Medinger, DEN RAP GRI LNK SEA station agent, 10/11/17, age 74, heart attack
 Terry Meehan, ALS station agent, 1/18/2001, age 72
 Frank Merrill, VEL station manager, 7/7/89, age 66
 Dana Henry Merten, DEN reservations agent, 7/31/08, age 48, auto accident
 Sallie Meyer, DEN ticket counter agent, 2/7/11, age 73, stroke
 Duane Miller, INW station agent, 3/31/01, age 67
 Glendora Miller, KCK DEN reservations agent, 12/9/01, age 74
 Larry Miller, DEN OAK station agent, 8/31/12, age 63
 Stu Miller, PHX station agent, 12/21/89, age 56
 Connie Maughan Mitchell, SLC ticket counter agent, 1/14/16, age 68
 Gary Mitchell, DEN reservations agent and crew scheduler, 3/23/09, age 69
 Raymond Mitchell, FYV senior station agent, 8/4/10, age 78

Becky Kesterson Morgan, PHX DEN reservation agent, 11/5/07, age 79, lung disease
 Nancy Moritz, DEN reservations agent, Oct 86, age 53
 Dave Morris, RAP JAC DEN LAX station agent, 10/31/07, age 68, cancer
 Francene Morris, GSW DEN reservations agent, 9/22/01, age 86
 Al Mosley, PHX, senior station agent, 12/5/99, age 78, heart attack
 Glenn Mullins, DEN station agent, 5/18/05, age 66, lung cancer
 Tom Munden, ACF GSW MKC MCI DAL DFW station agent/manager & pilot, 9/18/99, age 73, heart disease
 Bob Muske, DEN station agent, 10/23/16, age 77
 Larry Musselman, FOE DEN station agent, 2/16/94, age 66
 B K Myers, AMA FMN ABQ station agent, 5/30/14, age 81, alzheimer's
 Donna Myers, DEN executive secretary, 1/23/01, age 85
 George Myers, DEN ticket counter agent, 12/7/92, age 46
 Bernie Nagle, LIT DEN station agent, 2/16/07, age 75, cancer
 Don Naile, HRO SGF station agent, 5/1/09, age 78
 Stan Needham, JAC senior station agent, 6/8/99, age 76
 Bill Nelson, FMN senior station agent, 12/12/10, age 89
 Lewis Nelson, BFF station agent, 2/9/14, age 81
 Ora Nestelroad, ICT station agent, 8/12/00, age 66
 Mike Nettleton, DEN senior station agent, 5/6/06, age 61
 Louise Newton, DEN accounting, need more info
 Bob Niejadlik, FLG BOI station agent, 11/23/04, age 61, cancer
 Joann Norton, MCI secretary-line maintenance, 5/15/93, age 54
 Don Oberg, MCI station agent, 1/6/04, age 56, heart attack
 Ian O'Connor, YVR YQR station agent, 2/17/12, age 56
 Bob Olds, DEN maintenance scheduler, 3/1/14, age 86
 Joe Oliver, DEN MKC OMA PHX senior station agent, 1/15/11, age 72, cancer
 J. L. Olsen, PHX BOI station agent, 11/20/08, age 74
 Milford Olson, MOT station agent?, 2/18/06, age 93
 Ray Orr, DFW ticket counter agent, 12/28/14, age 76
 Bud Ortgies, BIS LWT GLD WYS station agent, 8/1/16, age 79
 Mo Osborne, system relief agent, 5/22/94, age 56
 Rich Owens, STL DEN station agent, 2/16/05, age 55, heart attack
 Glenn Palser, DEN senior agent, 11/9/03, age 79
 Darrol Parker, FLG station agent, 1960s, need info
 Jerry Parkhill, FYV HRO HOU SGF station agent/manager, 1/14/15, age 83
 Sue Paul, DEN secretary, 11/1/13, age 65
 Jack Payne, FMN MEM MAF senior station agent, 11/20/05, age 64
 Bob Pearson, DEN ticket counter agent, 10/12/2016, age 89
 Lou Pecora, OLF BIL station agent, 4/22/14, age 77, stroke
 Johnny Pellin, MKC station agent, 1/18/08, age 70
 Linzy Pendergraft, OKC senior station agent, 7/19/89, age 60
 Dewey Penley, FMN MTJ DFW station agent, 9/8/13, age 92
 Herman Pennington, SAD TUS station agent, 6/9/07, age 69
 Ken Perkins, GEG station agent, 4/26/00, age 72, heart attack
 Lenda Persiko, DEN Administrative Assistant, 11/28/07, age 86
 Pat Reeves Pester, DEN secretary, 7/29/13, age 65, cancer
 Orval "Pete" Peterson, FSM DEN station agent, 11/3/98, age 76
 Howard Petracek, ICT OAK senior station agent, 2/5/10, age 75, cancer
 Cy Pfannenstiel, DEN accounting clerk, 7/14/98, age 61
 Jackie Pfeiffer, RAP BIL RNO SAN SNA senior station agent,

4/24/04, age 59, heart disease
 Bob Phiffer, CPR LBF SGF station agent, 9/12/15, age 81
 Margaret Pickering, GSW CN statistician, 12/21/97, age 79
 Bob Pier, DEN senior station agent, 5/14/95, age 69
 Teddy Pierce, LAW station agent, 7/14/01, age 70
 Gary Pinson, MKC SLC JAC DEN station agent, 10/28/07, age 60
 Will Pliska, KCK reservation agent, 9/7/76, age 29, motorcycle accident
 Don Plunkett, LIT senior station agent, 10/10/98, age 68
 Lynn Pope, VEL GJT station agent, 11/19/70, age 47, car wreck
 Mary Warhover Pover, DEN flight attendant, chief clerk, 9/23/75, age 52
 Jack Prather, DAL DFW senior station agent, 7/27/17, age 83
 Pretz Prellwitz, OLF BIL station agent, 4/16/13, age 89
 Murry Price, PHX ticket counter agent, 6/26/14, age 91
 Dave Query, LBF MSN SLC LAS station agent, 11/12/08, age 57
 Jane Quimby, DEN reservation agent, 10/30/09, age 74, cancer
 Dorothy Ray, DEN accounting clerk, 10/24/07, age 76
 Ralph Rea, SVC station manager, 3/20/97, age 70
 Jo Crowdy Rector, DEN PHX reservations agent, 6/21/06, age 67, lung cancer
 Walt Rea, DRO station agent & station manager, 8/14/02, age 75
 Pam Hampton Reed, DEN senior accounting clerk, 1/20/01, age 59
 Celeste Reid, MLS station manager, 4/17/81, age 21, Air U.S. aircraft crash
 Conrad Remmel, TUS station agent, 8/4/94, age 60
 Dean Reynolds, VEL station agent, 2/6/15, age 91
 Peg Richard, DEN secretary, 6/27/07, age 74, cancer
 Dave Richards, DEN SEA station agent, 9/15/87, age 42
 Dennis Richards, CYS station agent, 7/21/17, age 68, cancer
 Fran Richards, RAP station agent, 5/27/07, age 69
 Don Riek, DEN MHK station agent, 6/6/11, age 85
 Brone Roberts, DEN computer operator, 9/16/2017, age 93
 Monica Robertson, DEN accounting, need more info
 Leon Robinson, DEN station agent, 11/9/98, age 52
 Jane Rodgers Neudeck, DEN STL ticket counter agent, 11/26/11, age 68
 Ron Rogers, FSM station agent, 5/12/98, age 56, cancer
 Ed Rohlmann, STL station agent, 3/23/03, age 61
 Leon Ross, BFF LAS station agent, 3/21/13, age 73
 Betty McIntosh Rotenbery, DEN reservations agent, 11/9/17, age 90
 Gary Rowe, STL COS FCA station agent, 3/3/17, age 77, cancer
 James Russell, CN agent, 6/9/02, age 62, cancer
 Freida Russell, DEN data conversion operator, 7/27/87, age 55
 John Sacotte, OKC station agent, 3/1/04, age 57
 Bill Sanders, HOT LIT station agent, 6/3/15, age 85
 Wes Sarver, COS JLN MKC MEM DEN SGF station agent, 6/28/15, age 85
 Walt Sayre, DRO COS FCA station agent, 1/6/15, age 77, stroke
 Horace Schenck, DEN station agent, 5/15/97, age 67
 Eva Schiele, DEN secretary, 4/30/91, age 66
 Harvey Schiermeyer, STJ MKC MCI station agent/manager, 5/10/07, age 83
 Dana Razee Schiff, DEN station agent, 9/22/07, age 48, heart failure
 Alan Schlosser, ABQ station agent, 2/21/99, age 82

John Schulte, FMN OMA station agent, 1/8/97, age 66
 Rosemary Sullivan Schuster, DEN secretary, 12/29/14, age 87
 John Scott, DEN senior station agent, 2/14/04, age 66, murdered
 Shirley Shackelford, GSW DAL MCI DEN LAX PSP reservations/ticket counter./station agent, 3/12/17, age 81, cancer
 Virginia Shacklett, DEN secretary, 8/26/08, age 85
 Ron Shamburg, GUP AMA MEM DEN station agent, 6/7/09, age 66
 Duane Sharp, ABQ DEN JAC BOI station agent, 10/29/99, age 61
 Bill Sharkey, BGD WWR GUY LBL DEN station agent/manager, 7/9/88, age 67
 Gleason Shaver, LNK senior station agent, Nov80, age 62
 Bud Shepherd, COD BIL POY ABQ FLG GDV station agent/manager, 6/3/04, age 77
 Jeanette Sickler, DEN accounting clerk, 12/3/93, age 55, cancer
 Len Siler, DEN station agent, computer operations, 11/25/10, age 67, infection
 Everett Simkins, GTF WRL COS HDN station agent/manager, 4/26/11, age 84
 Dale Simonin, MCI FAT DEN station agent, 11/26/97, age 61, cancer
 Rosanna Sims, DEN reservation agent, 3/29/97, age 65
 Janet Sisk, DEN executive secretary, 7/19/16, age 75, cancer
 Bobby Sissons, DEN senior station agent, 1/29/10, age 69
 Ron Slater, DEN BOI station agent, 4/20/04, age 62
 George Slivka, SLC ticket counter agent, 10/24/04, age 80
 Jon Sluder, DAL DFW senior station agent, 6/5/08, age 74, brain tumor
 Kaye Smedly, DEN accounting clerk and ticket counter agent, 3/23/08, age 69
 Baird Smith, LAR station agent, 5/8/12, age 88
 Bob Smith, MCI STL DEN station agent, 3/10/14, age 67
 Bob Smith, SLC station/ticket counter agent, 9/15/98, age 55, car wreck
 Dan Smith, DEN station agent, 9/2/86, age 30, motorcycle crash
 Jane Whitmore Smith, DEN SAN accounting clerk, ticket counter agent, 9/7/13, age 65
 Jim Smith, RIW PUB MCK station manager, 3/6/96, age 62
 Leon Smith, LIT DEN station agent, 12/1/05, age 68
 Ric Smith, PUB COS DEN station agent, 11/22/07, age 60, Alzheimer's
 Thelma Evans Smith, DEN flight attendant & stenographer, 10/18/16, age 94
 Tommy Smith, ELP station agent/ticket counter agent, May 88, age 51, cancer
 Bernie Smolczyk, MCK DEN station agent, 5/29/14, age 81
 Charley Southerland, PHX station agent, 3/27/14, age 84, strokes
 Marion Southerland, PHX reservation agent, 3/20/03, age 68, heart failure
 Dorsey Spencer, TBN station agent, 10/1/03, age 60, cancer
 Ivan Spencer, COS station agent, 12/1/13, age 78
 Ray Spiars, RIW LAR HSI GRI WRL SEA senior station agent, 1/6/96, age 64
 Darlene Wiley Sprenger, DEN communications operator, reservations agent and flight attendant, 12/31/13, age 73
 Kayleen Coon Stangor, DEN reservations agent, 10/15/99, age 41
 Paul Stevenson, DEN station agent, 3/10/04, age 58

Howard Stewart, DEN DSM ticket counter agent, 8/10/92, age 50

Ken Stewart, FYV senior station agent, 11/25/10, age 77, stroke
Mattie Stibrich, DEN accounting clerk, 6/13/96, age 72

Clyde Stillman, SLC station agent, 4/21/05, age 63, heart disease

Bob Stine, MCI FYV station agent, 9/23/06, age 57, heart attack

Carl Stinson, MCI station agent, 6/24/06, age 73

Keith Strickland, DEN station agent, 9/21/01, age 71

Jim Stuart, DEN accounting clerk, 10/20/06, age 56

John "J.R." Stults, FYV DFW station agent, 7/28/99, age 64, ramp accident

Bill Sullivan, OMA DEN ticket counter agent, 12/28/11, age 73

Lyle Swedberg, CYS station agent, 9/29/13, age 88

Tom Tammen, CYS station agent, 10/16/17, age 73

Clay Tanner, RIW WRL HSR SLC station agent, 9/28/05, age 86

Mark Tasler, LNK DEN station agent, 4/6/10, age 55, auto accident

Susan Tawara, DEN accounting, 1/28/90, age 51

Keith Taylor, DUC station agent, need more info

John Teiber, DEN DRO station agent, 7/2/13, age 70, cancer

George Terryberry, MCI GEG senior station agent, 1/27/99, age 57, bee stings

Vivian Tevebaugh, DEN reservation agent, 6/5/00, age 79

Bill Thiets, RWL HSI DEN station agent, 12/24/08, age 70

Danny Thomas, MCI DEN station agent, 7/8/90, age 56

Ed Thomas, BOI senior station agent, 8/31/12, age 72, heart disease

Jim Thomas, FYV LEX MAF senior station agent, 9/16/12, age 70, alzheimer's

Lyman Thomas, DEN steward & GUC station manager, 2/4/03, age 76

Fred Thompson, TUL senior station agent, 12/19/92, age 65, cancer

Terry Thorstensen, LAR DTW RFD FSD station agent, 1/26/16, age 63

Charlie Timmons, BIL SNA DEN station agent, 12/3/88, age 47, cancer

Billy Towns, MEM station agent, 12/1/94, age 62

Jane Jones Townsend, DEN reservation agent, 9/29/10, age 75, kidney failure

Bud Travis, BFF GJT station agent, 2/11/05, age 73, heart attack

Pete Tremont, PUB station agent, 2/13/99, age 68

Art Trevithick, ABQ station agent, 1/24/06, age 78

Tom Trim, DEN ticket counter agent, 12/14/15, age 84

Chester Turgon, STJ MCI station agent, 10/30/92, age 67

Pat Turner, DEN senior station agent, 1/1/02, age 65, brain tumor

R J Turner, GUP JAC LBL STL ICT GUC GEG senior station agent, 3/1/10, age 65, cancer

Roger Utsunomiya, DEN LAX ticket counter agent, 6/17/96, age 44

Larry Vail, OMA SMF station agent, 1/17/00, age 60, cancer

Gary Vandeberg, OFK STJ LBF station manager, 12/30/09, age 80

AJ VanVeldhuizen, RNO SCK station agent, 10/15/93, age 29

Carol Nyberg Veeh, DEN reservation agent, 5/30/01, age 48

Richard Vlach, MKC MCI DEN station agent, 4/21/16, age 80

Morris Vogel, AMA station agent, 2/20/03, age 73

Vivian Wadley, DEN reservation agent, 11/7/06, age 86

Carol Wallace, DEN secretary, May 99, need more info

Don Wareham, ABQ station and ticket counter agent, 1/23/17, age 86, COPD

Geri Wareham, DEN reservations/ticket counter agent, 7/20/17, age 89

Betty Watson, DEN secretary, 12/21/14, age 83

Chuck Waullex, TUS station agent, 4/4/07, age 66

Gayle Pilgrim Weatherman, DEN receptionist, 4/9/12, age 77

Bob Webb, FYV station agent (temp), Aug 70, age 20?, drowned, need more info

Judy Weber, DEN accounting clerk, 2/16/97, age 50

Frank Weilminster, DEN print shop operator, 7/18/95, age 82

Paula Stone Wells, LAS ABQ MAF DEN ticket counter agent, 12/1/87, age 38

Alma Welty, CPR PHX ticket counter agent, 6/10/12, age 79

Harry Werbelow, GEY COD station agent, 3/30/09, age 95

Dave Weston, PUB DEN BOI station agent, 10/30/01, age 58

Bill Whalen, CYS LAR SMF station agent, 1/23/03, age 63

Gordon White, LNK PUB WYS MSO FSD station agent, 6/26/83, age 39, auto accident

Orville White, FMN OMA HSI BFF GDV DEN senior station agent, 10/21/16, age 82

Ruth Ann White, DEN accounting clerk, 1/15/12, age 70

Sherie Whitaker Whitlow, DEN reservation agent, 12/14/98, age 51, cancer

Neil Wickstrum, GBD MHK DEN station agent, 8/10/12, age 69

Doyle Willhite, FSM LAS station agent, 9/30/98, age 65

Earl Williams, LAW RDD DFW station agent, 4/11/01, age 57, stroke

Larry Williams, TOP MEM SLC DFW station agent, 9/1/05, age 59

Max Willis, PHX senior station agent, 12/22/99, age 83, alzheimer's disease

Logan Wilmoth, TBN STL LEX station agent, 6/6/06, age 69, cancer

Larry Witkowski, LNK senior station agent, 1/23/97, age 64

Dick Withrow, CPR TUS LAW OKC station agent, 2/9/05, age 65, lung cancer

Vic Wokal, GGW station manager, 1/15/06, age 92

Carol Komar Wolfe, DEN flight attendant, clerk and communications coordinator, 4/26/06, age 60, cancer

June Wood, DEN secretary-purchasing, 4/21/02, age 86

Bud Woodward, CPR station agent, 4/24/08, age 74

Betty Worl, DEN secretary-flight operations, 2/10/77, age 54

Pete Wortham, CPR DEN station agent, 7/26/09, age 71

Mike Yancey, DEN MSN

MKE senior station agent, Jan 90, age 37, auto accident

Peg Youngs, DEN accounting clerk, 7/13/96, age 95

Jimmie Zalesky, OMA JAC FSD LNK station agent, 4/15/90, age 57

John Zobens, DEN station agent, 2/9/14, age 77



THANK YOU for doing a wonderful job with the Frontier news. You cannot get enough accolades for your work. Here is my check for another three years and a beer.

-Al Wells, DEN lead aircraft mechanic

Thank you, as always, for your efforts! We are still researching our retirement benefits with the help of Carolyn Boller and others. I have some leads, but nothing resolved as of yet. Seems as those of us who left prior to the bankruptcy are lost in the system!

If there is any chance of placing a small article in the next newsletter, it would be appreciated. Again, looking for information on retirement benefits for vested Frontier employees who left prior to the shutdown.

Many thanks, Jake, for all your efforts!

-Doug Berkey (DEN ticket counter agent)

Hi Doug, I don't understand why Principal cannot find you and Deb. Maybe it has something to do with the info that post-bankrupt FL gave them or there is some vesting requirement not known.

Anyway, I searched my FLiles again and found the attached record of both you and Deb from a Dec 1984 printout. Maybe it will help in some way.

Regards,

-Jake Lamkins, DEN senior station agent

(Carolyn Boller continues to work on this problem.)

We had a great turnout at the Frontier Retired Pilots Luncheon today, Nov14, 2017 - 20 plus folks there. Archie, Marion, Walt, John Beta, John Bell, Trey Allen, Ernie, Dave poppers, Verne, Maury Ryan, Otto, Ed Nielsen, Bob Wilson, Jerry Belfanz, Pattie O, Patty Sherlock, Ellen, Pete Lamkin & me. Come join us, need more F/A's.

-Bonnie Dahl, DEN flight attendant

Enclosed is my check for the continuation of the Frontier news. It's just wonderful to read all the news, both good and bad about fellow Frontier employees. It is interesting to read about those who have "gone west." May they have happy flights. Sincerely,

-Mary Palkowski Bircher, DEN flight attendant

You have done a wonderful job keeping us informed about everyone.

I hope you can read this. I don't have a computer anymore and I'm real shaky writing or printing.

-Johnny Matthews, DFW DEN pilot

Thanks for doing the FL News. Can't believe I was 40 when we folded - now I am 71. Where does the time go?

-Anna Metsch, DEN reservations agent

I worked in Kansas City for FAL from 1968 to 1984 as a station agent. I am employee 02345. I used to be on your mailing list, but have changed email addresses several time and apparently did not upgrade the new email address with you. My fault, I am sure. Anyway, would it be possible to reinstate me? Thanking you in advance;

-Tom Ellicott, MCI station agent

None of us can do anything about the shutdown. I am sure we would all like to.

I had another letter that I had written to Glen Ryland with some good ways to improve our profit.

Hoadley (Dean) gave him the letter, or maybe after

Hoadley approved of the letter I might have mailed it.

Later on Hoadley asked Glen if he was going to answer my letter. Glen said he was.

I was on injury leave and had seen doctors in Denver. I was in the FL vip room. Waiting for the flight for Rapid City.

Glen Ryland came in and was waiting to take a flight to New York he had a meeting with RKO-General the following morning. Spent over an hour talking to him about the ideas I had to improve our fare structure and some other things.

We no longer had the CAB so we needed to get rid of all the crazy fares and lower our reservation time and cost.

He decided that he was going to bring me back to Denver as soon as he returned from New York, and set me up a room to work in near his office.

I had torn the rhomboid muscle in my right shoulder. So I could work even if on injury leave just couldn't lift over 10 pounds.

When I got home starting packing bags more or less so I could return to Denver on the following Monday.

Saw on the news where Glen Ryland had been fired as the CEO of Frontier.

Letters were real, anytime you write a letter to management it ended up in your personal file as well.

Carolyn Boller, was going through files during the shut down and found those letters and ask if she could share them with others I said yes.

I went back to Denver and was interviewed by a woman that was going to be in the top management of FL, in the event the court allowed the employees to take over Frontier.

I would have to go dig in my files. I think the idea was that since we no longer had a CAB to deal with, we should go back to the way we structured our fares before the CAB caused the mess. We would have been a leader and the other airlines would have followed. It could have done a lot for Frontier and eventually the entire industry.

-Roger Greenlee, CPR RAP station agent



This promo photo is from Jun 1971. No IDs.

Interview With Ray Wilson on July 6, 1978 by Ed Gerhardt

Q - Ray, you got started on the concept of a local service carrier, when?

A - The latter part of the 1930s. We got together with a couple of lawyers and Terri Drinkwater of Western Airlines. Air service in the Rocky Mountain region was almost nonexistent. The nearest airline was United in Cheyenne. We were advised by Drinkwater to make an application for a route throughout the Rocky Mountain region. There was a tub line between Pueblo and Cheyenne for years, Western Air Express, I think it was.

Q - There was the Inland Airlines?

A - Inland Airlines (Wyoming Air Service) was started by Dick Leferink out of Casper with a Casper to Denver service via Cheyenne. It operated for several years in the late 30s or early 40s. I remember that we considered flying this route as a starter while we were still operating our flying school in Chickasha, Oklahoma.

Q - Did they operate as far south as Pueblo at that time?

A - No, they came into Denver and Avery Black & Jess Hart started Varney Airlines - El Paso - Albuquerque, Denver. And Bob Six bought out later.

Q - There were two parts to Varney - one part went to United and the other to Continental?

A - Yes, to get east - west, you had to take United normally out of Denver to Cheyenne to transfer for transcontinental.

Q - You got your start in flying with the Army Air Corps? Didn't you graduate from Kelly Field in San Antonio, Texas?

A - Yes, I graduated from the University of Illinois with a B.S. in Engineering in 1923. I had taken four years of R.O.T.C. and the University of Illinois was one of the first to start an aviation section. Upon graduation from the University I was given a reserve captaincy in the Illinois National Guard. There were three selected from the University of Illinois to take flight training at Brooks Field, San Antonio, Texas, from September 1 to December 31, 1923. My instructor was Captain Stanley Umpstead. He was chief test pilot at Wright Field. He is still active, a general now.

Q - Some years ago I met "Sandy" McDonald in St. Louis and he said that he was in the same class with you in San Antonio. He said that as part of your graduating exercise you had to parachute out of a bomber, you had to climb out on the wings and drop off.

A - Yes, that was the graduation from the parachute course. At that time the Army Air Corps did not use parachutes. We did not use parachutes until the late 1920s in the Colorado National Guard. We did not like them because the seats already were made with cushions. So parachutes were very difficult to put on and uncomfortable and bulky to sit in. We were forced to take them out to get our flight clearance. After we got out to the aircraft we would call the sergeant and say, "Take it back, we don't want it!" We did this for months until they started bearing down on us to use them.

Q - What kind of aircraft were you flying at that time?

A - It was a Curtis J N C, we called it a "Jenny", with an 150 horsepower Hisso engine.

Q - Is that the same type of aircraft that is parked in the terminal at Stapleton Field?

A - There is one out there with the OX-5 engine in it. Our planes were called Canucks, from Canada. They had OX-5s, that was in the first World War.

Q - When you graduated from Brooks Field, did you go into active duty at that time?

A - We were on active duty for four months and when I came back to Denver I immediately joined the Colorado National Guard, the 120th Observation Squadron, then based at old Lowry Field at 38th and Dalhia Streets.

Q - Major Bonfils, who was with you in the beginning of Monarch Air Lines, was his rank of Major something that came out of this 120th Observation Squadron activity?

A - He wasn't connected with it until quite a bit later. I joined the squadron as a 2nd lieutenant as Flight Officer. We were flying "Jennys" with Hisso engines. That was in 1924.

Q - At that time were you also conducting your Ray Wilson Flying School?

A - No, this was in 1924. I was employed with the Colorado Gas & Electric Company, now the Public Service Company. There I was a junior engineer. I joined the company after I graduated from the university. It was a junior executive training course in which I worked in various departments gaining experience. This was my main job and my flying with the Observation Squadron was only one day a week. We put in quite a bit of extra flight time with the squadron, all of them "Jennys".

Charlie Boettcher, I think owned the field, but we had to have permission from him to get this field at no cost. It was approximately 160 acres with the north end up near the railroad and we had to surface it and sod it, all done with voluntary labor since the State of Colorado was not very sympathetic to any expenses for military stuff at that time.

Q - How long were you active in the 120th Observation Squadron?

A - Except for some leave of absence of a few months, a few different times, I served from 1924 until 1940 at which time I was Captain as Operations Officer.

Q - When did you start up Ray Wilson Flying School?

A - In 1935 we incorporated a flight school as Ray Wilson Inc. We were qualified as a government approved school in conjunction with the University of Colorado ground school as required by the FAA. I was the chief instructor. I had to instruct in all subjects taught at the school.

Q - Where was your flying school located?

A - It was the old Curtis Field, across Smith Road and the railroad from Old Lowry Field. Immediately after World War II, Don Vest had the field. He was a dealer in used aircraft. It was located at 56th Street and Colorado Blvd. We had, in conjunction with the flight school a fixed base operation with charters, high altitude aerial photography, flew for the Forest Service, and a FAA approved repair base. This we operated until mid-1940. After that we were accepted as Air Corps approved cadet flying school at Chickasha, Oklahoma. We went down to Oklahoma to prepare the school and had our first class in 1941, before World War II started for the United States. We had to construct the school at our own expense. Ours was a civilian operated school and they had to have so many employees who instructed military personnel who were cadets. We also had a contingent of military officers to take care of military matters with the cadets. We were only charged with the flight training and the ground school training and the military were there to see that we were putting

out an acceptable product.

We built our school on raw ground, an old cotton field, ours was a primary school with graduates then going on to secondary school elsewhere. I sold my flying school in Denver to Harry Combs, Combs - Hayden, at that time. In the mid-1940s, Combs operated it.

Ray Wilson, Inc. operated flying schools throughout Colorado up until the mid - 1940s. We had 22 bases of C.P.T. training (Civilian Pilot Training) in conjunction with colleges for ground schools. Each unit had ten students and we had them located in various college units in - Denver, Boulder, Gunnison, Trinidad, Lamar, & Fort Morgan. So we were operating approximately 35 primary aircraft and six secondary aircraft (Waco UPF aircraft with a Continental engine). We also had an advance course in which we used Spartan Executive aircraft.

At Chickasha, Oklahoma we had to spend approximately \$250,000 to build hangars, runways and hire sufficient numbers of instructors and all of the ground school equipment.

Q - Major Bonfils goes by the initials "F.W.", what do they stand for?

A - Major Bonfils earned his rank in the Army Air Corps with combat service in World War I. His first name was Frederick Walker Bonfils.

Q - How did you and Bonfils happen to get together?

A - He was General Manager down at the DENVER POST and as a business man, had a limited amount of time for flying. He became interested in the 120th Observation Squadron of the Colorado National Guard. He later became interested in the plans for the cadet training program at Chickasha and put up his funds to help underwrite the building and operation of that school. It became known as the "W B" Flying School for Wilson-Bonfils. Half of the funding was supplied by Bonfils and the other half by myself. The sale of my flying school in Denver supplied my half of the funding. Bonfils was to handle the finances of the flying school while I handled the operations of the school. Bonfils stayed in Denver at this time since he did have a full time position with the Denver Post.

Q - After World War II you came back to Denver and with funds from your flying school began planning for what was to become Monarch Air Lines in 1946?

A - Well, the CAB had finally set down a hearing on our application for a scheduled airline. I had put in the application in 1939. With the war going on, the CAB was not active for five years. Ours was the first hearing for a new feeder airline. Braniff had also filled with the CAB for a route west out of Denver to Grand Junction - Durango - Monte Vista/Alamosa, - Pueblo - Colorado Springs. The return service was the reverse of this pattern which made for a lot of flying for a passenger flying into or returning from one of these communities. This was not a practical service.

When the hearing for the service came up before the CAB there were somewhere near a dozen applicants from around the area. The CAB had to weed out the applicants and find one who could do the job.

Q - Were you considering service to Wyoming at the time of your application?

A - Not until the CAB got into the route case, then we went for Salt Lake City and down into New Mexico to Farmington, Gallup and Albuquerque. Later we received authority to get into Phoenix.

Q - When did you receive your CAB approval for Monarch's routes?

A - It was approved in March 1946. We actually started operations November 26, 1946.

Q - What held up your operations from approval in March to actual operations in November 1946? Was it financial?

A - No, it was obtaining equipment. We had to get FAA approval on airports and other equipment before we could start service. Towns that we proposed serving had to have terminals and runways that were suitable for a DC-3 operation. And of course we had to have adequately trained personnel to run the stations. It took a helluva long time to get all of this organized and ready to go.

Q - How many people were with you to begin Monarch Air Lines?

A - Art Ashworth was the first qualified pilot that we had. For several months we paid the salaries of Burt Clark and Johnny Myers and got permission for them to fly as copilots with Continental Air Lines in order to get qualified people for Monarch.

Q - Where did you get your DC-3 aircraft?

A - They were World War II surplus C-47s. We paid between \$10,000 up to \$25,000 for them. One of them cost us \$90,000 and that damn near broke us. The average cost was around \$25,000 and then it took almost as much more to equip them for airline useage.

Q - Did many of your pilots come into Monarch from pilot training at your flight school in Chickasha?

A - Yes, many of them did. There were fellows like Willie Hurt, Johnny Myers, Burt Clark and others who come from Chickasha. None of our pilots came from other carriers initially.

Q - When you began Monarch Air Lines you had four aircraft - C-47s - you paid approximately \$25,000 each plus another \$25,000 modification costs to bring them up to commercial airline standards, this meant that you needed approximately \$250,000 to get started?

A - Yes, here is a screwy thing, at the time that we were up against the wall with \$15,000 to \$20,000 a month expense and income less than that so we were going into debt by \$15,000 a month. At the time that we would be losing control of the company, financially, when Hal Darr got into the picture, mid-March 1947, we could have sold the four airplanes for a million dollars. The airlines were begging for them. With minimum financing coming piecemeal, we got a loan from Darr.

Q - How did you come across Darr? He was heading up Scott Radio in Chicago:

A - He was a junk dealer, really. He bought the radio company, salvaged it and took the money to the bank. He was thinking of going into the construction business, but he couldn't find any partner to go in with him. But we were in such distress, financially, that we didn't have much choice.

Q - Was Darr in the flying school business in World War II down in the Southeastern states?

A - Yes, but I didn't really know him in that capacity. I was desperately searching around for financing. One of my contacts with a flight school in Pine Bluff, Arkansas, suggested Hal Darr as a possible source of funds. Now I don't want any ill feelings about this.

Q - Darr was something of a fiesty fellow and when he came into the company he did a lot of firing of personnel. One fellow

who left at this time was Jack Lewis, who had been with Monarch in the beginnings of the outfit, did Darr fire Lewis?

A - Darr fired him. Jack had a wonderful record. He was with me in Chickasha and served four years heading the ground school. He was an excellent person, a fine reputation and a damn good friend of mine. He was doing a damn good job but Darr got mad at him because Jack wrote a letter to one of the union leaders when the pilots were getting organized. The union official asked when it would be convenient to start negotiations. Jack wrote back that it would not be convenient to hold such a meeting. He read it to me and I agreed with it. The union man was irked by Jack's response so he went direct to Darr. Darr thought that Jack's letter was awful.

Q - Did you fire Jack Lewis at Darr's request?

A - No, I simply refused to fire Jack so Darr fired him. Jack was retired earlier from the Navy. When he left Monarch he and his wife Dorothy settled down in California.

Q - There was another fellow who was with you in the beginning of Monarch, a sales manager named Lawrence, W.B. Lawrence.

A - Yes, he had been with a construction outfit. He probably was brought in by Jack Lewis. He stayed only a little while and then left because of a problem in his family. His first name was William.

Q - Arthur Henry was Monarch's legal advisor?

A - Yes, Arthur Henry was the best lawyer that I ever had.

Q - Donna Myers was corporate secretary?

A - Yes.

Q - And "Mac" Myhre was auditor?

A - We called him bookkeeper. There were no high sounding titles much in those days.

Q - Was Myhre with you in Chickasha?

A - Yes, he took care of accounts as a bookkeeper. He was with us in Ray Wilson, Inc. and we carried him on the payroll after we sold the school until we started the airline.

Q - Jerry Kitchen joined you in early 1947. He had had a background with Continental Air Lines in tourist sales?

A - Yes, Jerry did quite a bit of public relations stuff. This is where he exerted his best efforts for us. Earl Kimmel was a salesman who became head of the sales department. Darr fired him too. It happened down in Gallup, New Mexico. Mrs. Darr was down there for the Indian ceremonials with her friends and she wanted to take all of them with her on a particular Monarch flight. Our station agent just turned her down. Darr was damn mad and thought, at first, that it was my fault. When Kimmel left Monarch he went with Richenbaugh Cadillac as a very successful salesman. He had a great personality and could get along with anybody except Mrs. Darr.

Q - Your first service was between Denver and Durango with one round trip a day. You left Denver around 8:30 a.m., got to Durango around noon and then you turned around for the return service to get back to Denver around 4:30 p.m.

A - Yes.

Q - You also had a route proposal from Denver to Grand Junction via Boulder, Kremmling, Craig and Rifle. This service was never started?

A - No, we had troubles enough with our other route to Durango so we did not get this northern route started.

Q - You had another route segment between Denver and Grand Junction via Leadville, Salida, Gunnison and Montrose. You

eventually served Gunnison and Montrose but not Leadville and Salida. Why?

A - We did not have aircraft equipment suitable for it. Neither the CAB nor the FAA pressed us to start the service to Salida and Leadville. And Gunnison was marginal because of high altitude and short runway.

Q - When did you start putting together the idea for a merger with Challenger Air Lines and the acquisition of Arizona Airways?

A - We took over Arizona in 1949 and then Darr made arrangements to purchase Challenger Air Lines. (*Error - it was just the reverse. The Challenger merger was in 1949 and Arizona in 1950. It may be a transcription error in the original.*) Arrangements were made with Don Duff of Challenger with controlling stock being held by Claude Neon Corporation of New York City. Duff was a "wheeler-dealer" and a different type for the west.

Q - H.O. "Rocky" Nelson had been president of Arizona Airways. His airline was not operating at the time of the acquisition planning. Did "Rocky" run out of money before he could get his airline started with his newly acquired CAB certificate?

A - He seemingly never had adequate financing. He had three C-47 type aircraft which we flew back to Denver for overhaul and modification. I only met "Rocky" once that I recall. I did have a nice opinion of him.

Q - Here in Denver did the 17th Street bankers support you as the Valley National Bank in Phoenix support Arizona Airways?

A - We had an application for a loan of half a million dollars with the 1st National Bank in Denver, along with a Salt Lake City and a Phoenix bank. Darr got into this end of the financing in 1947. We did get that loan and this helped us to get started. Darr had a \$10,000 deposit with a Salt Lake City outfit but Darr never did fill me in on the particulars of his financial dealings as they affected the airline.

Q - We got started as Frontier Airlines on June 1, 1950 with the merger of Monarch/Challenger and the purchase of Arizona Airways. Shortly thereafter the Korean War got fired up. As a result of the Korean War, Darr got interested in starting a new flight school at Marana, Arizona, about 30 miles north of Tucson. In my talking to Darr down in Arizona, where I was Regional Sales Manager, based in Phoenix, he related to me a conversation which he had had with the chairman of the CAB. Darr was advised that the newly formed Frontier Airlines was not likely to work out as profitable operation. It was felt by the CAB that our north / south operation in seven large, underpopulated states would never make much use of our services. Darr was advised by this CAB member to milk the operation to get back his investment before the CAB folded the carrier. Do you recall any such likelihood of this happening?

A - No, Darr had not advised me of such a conversation with a CAB member. About this time Darr got turned off on me. He had forgotten to send the \$15,000 check for making the monthly payroll when it was coming due. It was the fault of me as the Executive Vice President to make that payroll. Myhre came to me and asked "What should we do?" Well, if we missed that payroll we would be out of business. I felt that Darr was out of town and had forgotten to make provisions for sending the \$15,000 check. So I advised Myhre, "Unless you have another, better idea, I would say, pay the people!"

I was trusting that Darr would come through and make the money available. I think that Darr held that against me from then on. This is only my own thinking, I have no evidence that this was true. I only know that Darr and his friend, Emil Levine started to give me the silent treatment when they came to town (Denver). This was tough on me to be getting this silent treatment.

Q - In the beginning months of Challenger and Monarch getting sufficient cash to stay solvent was always a problem. At one time Challenger could not scrape together enough cash to make a monthly payroll and offered employees stock in lieu of a paycheck. Did Monarch ever have to take such action?

A - No. This might have been a solution at the time when Darr had not deposited the mail pay check but Monarch never went this route.

Q - In 1953 Don Duff, as Vice President of Sales and Tariffs, was having trouble in getting his plans for management across with Darr. One Saturday, Duff called me at home (in Phoenix) and asked that I come out to the airport to talk with him. While we sat in my car at the airport Duff advised me that he had been fired by Darr and his spirits were really down. Did you find Darr as difficult to work with?

A - Darr was extremely difficult to work for. He made decisions arbitrarily. This is what he would do. If there was something he wanted to check into or get an edge on someone such as an official of the company on whom he wanted to enforce his will, Darr would go down to the mechanics and try to get "dirt" on anyone who was over them. He was constantly undermining management. There was no vestige of ability to command in an organization with a situation like that. So here was Duff and I fighting our problems the same way. I liked Don personally and I know that he had problems with Darr just as I did. I myself couldn't see any future going ahead with Frontier with Darr being the way that he was.

Q - "Mac" Myhre was picked by Darr about that time in 1953-54 to become president of Frontier. Was Myhre something of a compromise candidate for the job? Darr was stepping down as acting president and was beginning to divest himself in some of his business holdings around the country.

A - I suspect this. Darr had a "hot line" with Myhre at this time along with Emil Levine in Chicago. Myhre was not required to use his own judgement. Darr and Levine did all of the decision making back in Chicago. Levine was an attorney and a close personal friend of Darr. Art Henry was cut off as Frontier's legal advisor at this time and Levine became legal advisor and a member of the Board of Directors of Frontier. Levine would never work openly with you and you never could be sure what he was thinking about.

Q - When Darr eventually sold out his interest, it was to a Chicago outfit. Was that the Canteen Corporation of Chicago?

A - Well, Darr and Levine got a bunch of Chicago businessmen interested in coming out to Denver and looking around. They eventually bought the stock for an undetermined amount but I am sure that Darr got more money out of the deal than anybody else. Eventually when "Bud" Maytag bought Frontier from Levine I believe that he bought it for \$900,000. Then Maytag let the company run down in equipment and inventory. He needed the money to buy National Airlines. Ted Baker wanted to get out because of health. What "Bud" gave him for it Maytag got it back in about three months with the rise in the

price of National's stock.

Q - I understand that you mortgaged your home to get enough money for the beginnings of Monarch Air Lines?

A - I didn't mortgage my home but I did lose a lot of money on the airline. At one time I went down to Tucson to see if Darr would buy my stock. He just laughed at me and said "You want your cake and eat it too." I felt that I could not deal with him above board.

Q - When did you leave Frontier Airlines?

A - Christmas Eve 1954. (*His letter of resignation says it was Dec 1, 1954.*) At that time "Mac" Myhre gave me the news. It is odd, since I had done a lot of favors for "Mac" that he would do this to me. Any animosity that I have I attribute to Darr. Myhre, I think, was totally loyal to Darr. When Darr took over controlling interest in Monarch that was when Myhre swung over in his loyalties.

Q - Was there a real conflict of personalities and interests between you and Don Duff, V.P. of Sales & Tariffs, as was often discussed in the early 1950s?

A - Don and I tried to calm these rumors when we first learned of them. Darr once chided me on this subject and I told him that I had nothing against Duff. "We are both trying to run an airline. Duff is doing a pretty good job on traffic and I've got the operations to handle." I told Darr.

I think that it was at the lower echelon that this conflict went on between individuals without either Duff or me knowing too much about it. It could have been misplaced loyalty of some sort by ex-Monarch and ex-Challenger personnel.

Q - From the ex-Monarch group the pilots and mechanics were very close to you. Duff did not have that kind of loyalty from the few pilots and mechanics who came from Challenger. Duff didn't think too well of pilots. He once told them that they were only glorified truck drivers.

A - I am sure that had an effect. Don used to come to me and cry on my shoulder and say (about Darr) "I can't get along with him, I try and I try and I try!" I really thought that I was getting along with less static with Darr than was Duff. The only time that I got mad and told Darr off was when he accused me of some of this fostering of bad feelings between me and Duff. I got up and went out of the room for a little while and then came back to tell the S of a B that I didn't have any part in the stuff that was going around. And after I blew up Darr was a little uneasy and he got up and went out of the room. Then the next day he called me up and wanted me to take him up to Aspen, Colorado. I said to him "No thanks, I don't want to go." So Duff took him. Darr was so difficult to work with.

Q - Did you work very closely with George Snyder, president of Challenger in Salt Lake City?

A - It was all very casual. I never felt that I knew him at all.

Q - Did you know "Rocky" Nelson, president of Arizona Airways?

A - I had a good opinion of "Rocky" but I didn't know him very well.

Q - "Rocky" Nelson felt very badly about losing control of his Arizona Airways. With the formation of Frontier Airlines "Rocky" became Regional Vice President of the company and he was based in Phoenix: At that time I shared an office with "Rocky" and I asked him why he never went to Denver that he might get better acquainted with the other officers of the company. "Rocky" said that he didn't want to go to Denver since he

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RAY WILSON

preferred not having anything to do with Denver or those individuals who were in Denver.

A - I can understand that. I never saw "Rocky" after the merger which created Frontier. But I still had a good opinion of him.

Q - Who set up the deal with Arizona Airways for the acquisition by Monarch?

A - Darr made the deal, I don't know the details. *(This verifies another statement elsewhere in which Ray said he had nothing to do with the three way merger that created Frontier.)*

Q - Before the merger which formed Frontier, Monarch and Challenger put out a joint timetable to save costs. Do you remember that?

A - There was a real rhuburb on that one. Major Bonfils didn't like the fact that this timetable was titled, "Challenger/Monarch" instead of "Monarch/Challenger". He didn't like it. Hell, it didn't matter to me. All that I wanted was a joint operation. This was such a petty thing. (This was the Jul 1, 1948 timetable and the only joint timetable of the two I have found.)

(End of conversation, Plan further meetings to add to background)

Signature

Ed Gerhardt

July 25, 1978

(Ray Wilson flew west on May 11, 1979 at age 78. I have corrected typos and spelling of the original text of the interview. I do not know if further meetings happened. The remarks in parentheses are also mine except above. More info is in the article RAY WILSON AND THE MYTH OF FRONTIER AIRLINES in the Winter 2008 Frontier News. Ray got the last word in on his tombstone.)

